

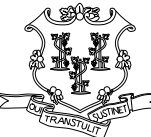

04 - STRUCTURES

INDEX OF DRAWINGS

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S-18	GENERAL PLAN BRIDGE NO. 00850 AND HAUNCH REMOVAL DETAILS

THE DESIGN APPEARS TO CONFORM TO APPLICABLE CRITERIA. APPROVAL IS NOT TO BE CONSTRUED TO MEAN THAT ALL ASPECTS OF THE DESIGN HAVE BEEN PERSONALLY CHECKED BY THE UNDERSIGNED.

TRANSPORTATION PRINCIPAL ENGINEER

				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: CF	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: INTERSTATE 84 PAVEMENT PRESERVATION	TOWN: WILLINGTON AND UNION	PROJECT NO. 160-145
			CHECKED BY: KP		DRAWING NO. S-01					
			SCALE AS NOTED		SHEET NO. 04.01					
REV.	DATE	REVISION DESCRIPTION	SHEET NO.		Plotted Date: 12/4/2014				Filename: ...\\Index of Drawings.dgn	

NOTE - APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS

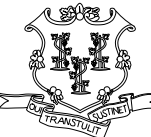

1. ALL THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 IN THE CONTRACT SHALL BE MET EXCEPT AS DESCRIBED BELOW.
2. THE BITUMINOUS CONCRETE MATERIAL SHALL BE PLACED AT A COMPACTED THICKNESS OF NO LESS THAN 1¼ INCHES TO A MAXIMUM OF 2½ INCHES. IF LIFTS OF VARYING THICKNESS ARE REQUIRED, THEY SHALL BE CONTAINED IN THE INTERMEDIATE LIFTS. THE FINAL LIFT SHALL BE OF UNIFORM THICKNESS. IN LIEU OF DENSITY TESTING, THE METHODS DESCRIBED BELOW SHALL BE FOLLOWED TO ASSURE PROPER COMPACTION.
3. BITUMINOUS CONCRETE MATERIAL SHALL BE PLACED AND SPREAD IN THE PREPARED AREA WITH COMPACTION COMMENCING PRIOR TO THE MATERIAL COOLING TO A TEMPERATURE OF 260° F. WHEN ANY BITUMINOUS CONCRETE MATERIAL IS NOT ABLE TO BE PLACED BEFORE REACHING THE MINIMUM DELIVERY TEMPERATURE OF 265° F IT SHALL BE PROPERLY DISCARDED BY THE CONTRACTOR AT NO COST TO THE STATE.
4. THE BITUMINOUS CONCRETE MATERIAL SHALL BE COMPACTED BY ALL AREAS RECEIVING THE MINIMUM NUMBER OF PASSES REQUIRED IN TABLE A BEFORE IT COOLS TO A TEMPERATURE OF 180° F. ALL COMPACTION (COMPLETING THE MINIMUM NUMBER OF SPECIFIED PASSES) SHALL BE COMPLETED BEFORE THE BITUMINOUS CONCRETE COOLS TO A TEMPERATURE OF 180° F. THE CONTRACTOR SHALL USE THE NUMBER OF COMPACTING EQUIPMENT NECESSARY TO COMPLETE THE PROCEDURE AS REQUIRED.
5. ALL INTERMEDIATE (NON-SURFACE) LIFTS SHALL BE COMPACTED WITH AN ASPHALT VIBRATORY PLATE COMPACTOR.
- a. THE VIBRATORY PLATE COMPACTOR SHALL MEET THE FOLLOWING REQUIREMENTS:
- i. IT SHALL BE DESIGNED TO COMPACT BITUMINOUS CONCRETE.
- ii. IT SHALL BE EQUIPPED WITH A WATER TANK.
- iii. IT SHALL GENERATE A CENTRIFUGAL FORCE OF AT LEAST 3200 POUNDS BUT NO GREATER THAN 6000 POUNDS.
- iv. IT SHALL HAVE AN OPERATING WEIGHT (WITHOUT WATER) OF AT LEAST 160 POUNDS.
- v. IT SHALL GENERATE A MINIMUM OF 4400 VIBRATIONS PER MINUTE.
- vi. ANY CORNERS OR OTHER AREAS THAT CANNOT BE REACHED BY THE VIBRATORY PLATE COMPACTOR SHALL BE COMPACTED WITH A HAND TAMPER (APPROVED FOR USE BY THE ENGINEER) A MINIMUM OF 20 TIMES (FOR ANY GIVEN AREA) BEFORE THE MATERIAL TEMPERATURE DROPS TO 180° F.
6. THE FINAL (SURFACE) LIFT SHALL BE COMPACTED WITH A DOUBLE DRUM ROLLER.
- a. THE DOUBLE DRUM ROLLER SHALL MEET THE FOLLOWING REQUIREMENTS:
- i. IT SHALL BE DESIGNED TO COMPACT BITUMINOUS CONCRETE.
- ii. IT SHALL WEIGH 3½ TO 4½ TONS
7. THE CONTRACTOR MAY REQUEST TO USE ALTERNATE EQUIPMENT BY SUBMITTING A SUPPLEMENT TO THEIR QC PLAN DESCRIBING THE EQUIPMENT'S SPECIFICATIONS AND PLACEMENT PROCEDURES. THE EQUIPMENT AND PROCEDURES MUST BE APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
8. IF THE ABOVE METHODS ARE NOT COMPLETED TO THE SATISFACTION OF THE ENGINEER, HE MAY REQUIRE THE DENSITY ANY LIFT OF 1½ INCHES OR GREATER BE VERIFIED BY USE OF A QUALITY CONTROL NUCLEAR DENSITY GAUGE SUPPLIED BY THE CONTRACTOR. IF DENSITY VERIFICATION IS REQUIRED BY THE ENGINEER THE VALUES MUST CONFORM TO THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 IN THE CONTRACT.

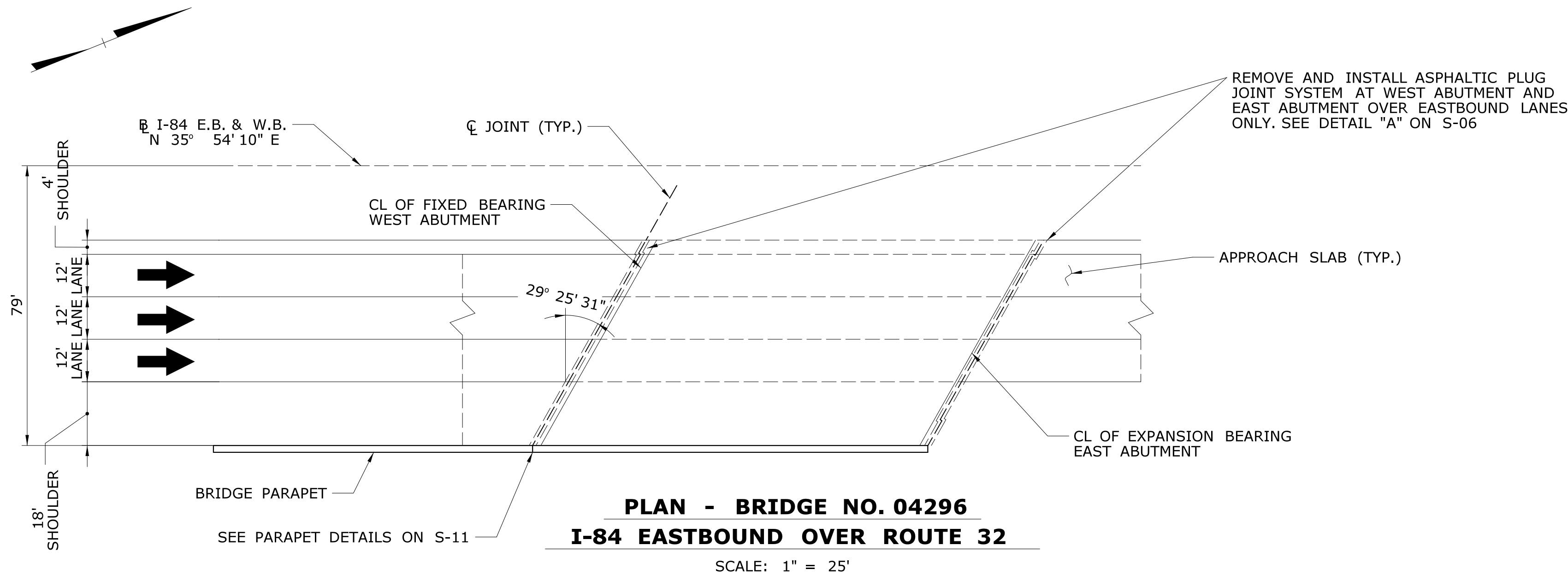
TABLE A	
LIFT THICKNESS (IN.)	NUMBER OF PASSES
1 1/4 TO 1 1/2	8
GREATER THAN 1 1/2 TO 2	10
GREATER THAN 2 TO 2 1/2	12

BRIDGE INFORMATION FOR REPLACEMENT OF EXISTING EXPANSION JOINTS				
		BRIDGE NOS.		
		04296	04285	00851
JOINT REPLACEMENT LOCATION AND DETAIL	ROUTE	I-84 EB	I-84 EB & WB	I-84 EB
	MILE POINT	85.57	87.26	97.51
	CROSSING	ROUTE 32	ROARING BROOK	MASHAPAUG POND
	WEST ABUTMENT	DRAWING NO. S-08 DETAIL A & B	DETAIL A & B	DETAIL B OR C
	THERMAL MOVEMENT RANGE (IN.)	0	0.276	0.225
	EAST ABUTMENT	DRAWING NO. S-08 DETAIL A & B	DETAIL A & B	DETAIL B OR C
	THERMAL MOVEMENT RANGE (FT.)	0.992	0.276	0
BRIDGE GEOMETRY	BRIDGING PLATE	YES	YES	NO
	EASTBOUND/WESTBOUND	EASTBOUND	BOTH SIDES	EASTBOUND
	NUMBER OF TRAVEL LANES	3	3	3
	JOINT LENGTH ALONG SKEW (EB)	66'-7"	106'-10"	107'-8"
	JOINT LENGTH ALONG SKEW (WB)	N/A	69'-2"	N/A
	**SKEW (DEG)	29.4	40	37
DECK JOINT TYPE	ASPHALTIC PLUG EXPANSION JOINT SYSTEM	DETAIL A & B	DETAIL A & B	DETAIL B OR C
REPLACE JOINT SEAL	PARAPET	DRAWING NO. S-11	DRAWING NO. S-11	DRAWING NO. S-11
INSTALL MEMBRANE (WOVEN GLASS FABRIC)	INSTALL MEMBRANE AT THE PROPOSED ASPHALTIC PLUG JOINT (BRIDGE DECK ENDS OR APPROACH SLABS)	BOTH SIDES	BOTH SIDES	BRIDGE DECK SIDE
BRIDGE MILLING AND PAVING DEPTHS	***MICRO MILLING DEPTH	5/8"	5/8"	5/8"
	***PMA S0.5 DEPTH	5/8"	5/8"	5/8"

**SKEW IS MEASURED FROM A LINE THAT IS PERPENDICULAR OR RADIAL TO TRAVEL LANES

***MICRO MILLING AND PMA S0.5 ARE HIGHWAY ITEMS

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/4/2014							



GENERAL NOTES

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 (2004), SUPPLEMENTAL SPECIFICATIONS DATED JULY 2014 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS CUSTOMARY U.S. UNITS 7TH EDITION - 2014, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).

MATERIAL PROPERTIES:

REINFORCEMENT:
(ASTM A615 GRADE 60) $f_y = 60,000$ PSI

HIGH EARLY STRENGTH CONCRETE:
-SHALL ATTAIN A 1 HOUR MINIMUM COMPRESSIVE STRENGTH OF 2,500 PSI
-SHALL ATTAIN A 28 DAY COMPRESSIVE STRENGTH OF 5,000 PSI

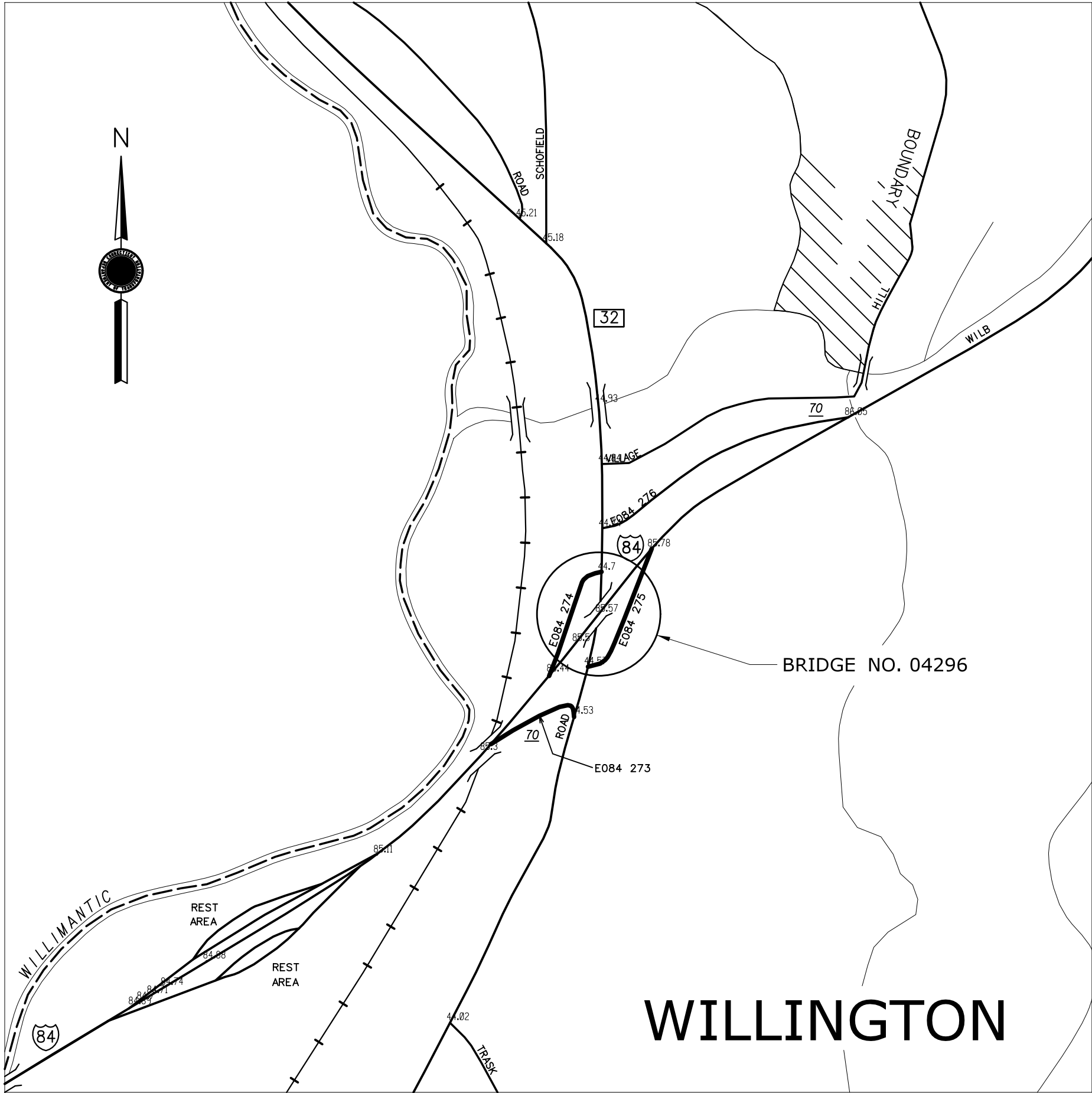
EXISTING DIMENSIONS: ALL DIMENSIONS OF THE EXISTING STRUCTURES SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE THE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS "MAINTENANCE AND PROTECTION OF TRAFFIC" AND "PROSECUTION AND PROGRESS."

QUANTITIES		
ITEM	UNIT	TOTAL
REMOVAL OF HMA WEARING SURFACE	S.Y.	422
CUT BITUMINOUS CONCRETE PAVEMENT	L.F.	1383
HMA S0.375	TON	76
JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT	L.F.	1359
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	C.F.	287
MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)	S.Y.	317
CONCRETE HAUNCH REMOVAL	L.F.	5271
PARTIAL DEPTH PATCH	C.F.	153
REMOVE CONCRETE HEADERS	L.F.	35

ASPHALTIC PLUG EXPANSION JOINT SYSTEM NOTES

- A BRIDGING PLATE SHALL BE USED TO SPAN THE GAP BETWEEN TWO DECK ENDS OR THE JOINT BETWEEN A DECK END AND A CONCRETE APPROACH SLAB.
- DISCONTINUE THE INSTALLATION OF THE BACKER ROD, BRIDGING PLATE AND LOCATING PIN WHERE THE APPROACH SLAB IS DISCONTINUED (TYPICALLY IN THE ROADWAY SHOULDERS). SEE "ASPHALTIC PLUG EXPANSION JOINT SYSTEM" SPECIAL PROVISION.
- NEW STEEL BRIDGING PLATES SHALL HAVE A MINIMUM THICKNESS OF $\frac{1}{4}$ ". FOR JOINT OPENINGS THAT EXCEED 3" A $\frac{3}{8}$ " THICK BY 12" WIDE PLATE WILL BE REQUIRED.
- NO BRIDGING PLATE SHALL BE USED AT THE FOLLOWING LOCATIONS:
 - JOINT BETWEEN A DECK END AND A CONCRETE APPROACH PAVEMENT
 - WHERE A BRIDGE DECK END MEETS A BITUMINOUS APPROACH PAVEMENT
- SAW-CUTS MADE 3' EACH SIDE OF CENTERLINE OF JOINT WILL BE PAID AS "CUT BITUMINOUS CONCRETE PAVEMENT".
- THE REMOVAL OF ALL EXISTING JOINT SYSTEMS, HMA WEARING SURFACE, BITUMINOUS CONCRETE, MEMBRANE WATERPROOFING AND BOND BREAKER COVERING THE REINFORCED CONCRETE BRIDGE DECK WITHIN THE LIMITS SHOWN TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF HMA WEARING SURFACE".
- INSTALLATION OF MEMBRANE WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM, "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)".
- CRACK SEALANT PLACED ALONG VERTICAL FACES OF THE SAW-CUT PAVEMENT TO BE PAID UNDER THE ITEM, "JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT".
- THE FURNISHING AND PLACING OF HMA S0.375 TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "HMA S0.375".
- SAW-CUTTING AND REMOVAL OF PAVEMENT FOR JOINT INSTALLATION TO BE INCLUDED UNDER FOR PAYMENT THE ITEM, "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.
- ASPHALTIC PLUG EXPANSION JOINT SYSTEMS MAY BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIAL PROVISION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE THE RANGE OF THERMAL MOVEMENT FOR THE SELECTED JOINT PRODUCT IN THE TABLE FOR "ALLOWABLE BRIDGE SUPERSTRUCTURE SURFACE TEMPERATURE RANGE" IN THE SPECIAL PROVISION.
- EXPLORATION OF PAVEMENT THICKNESS AND JOINT LOCATION TO BE INCLUDED IN THE GENERAL COST OF THE ITEM "REMOVAL OF HMA WEARING SURFACE".





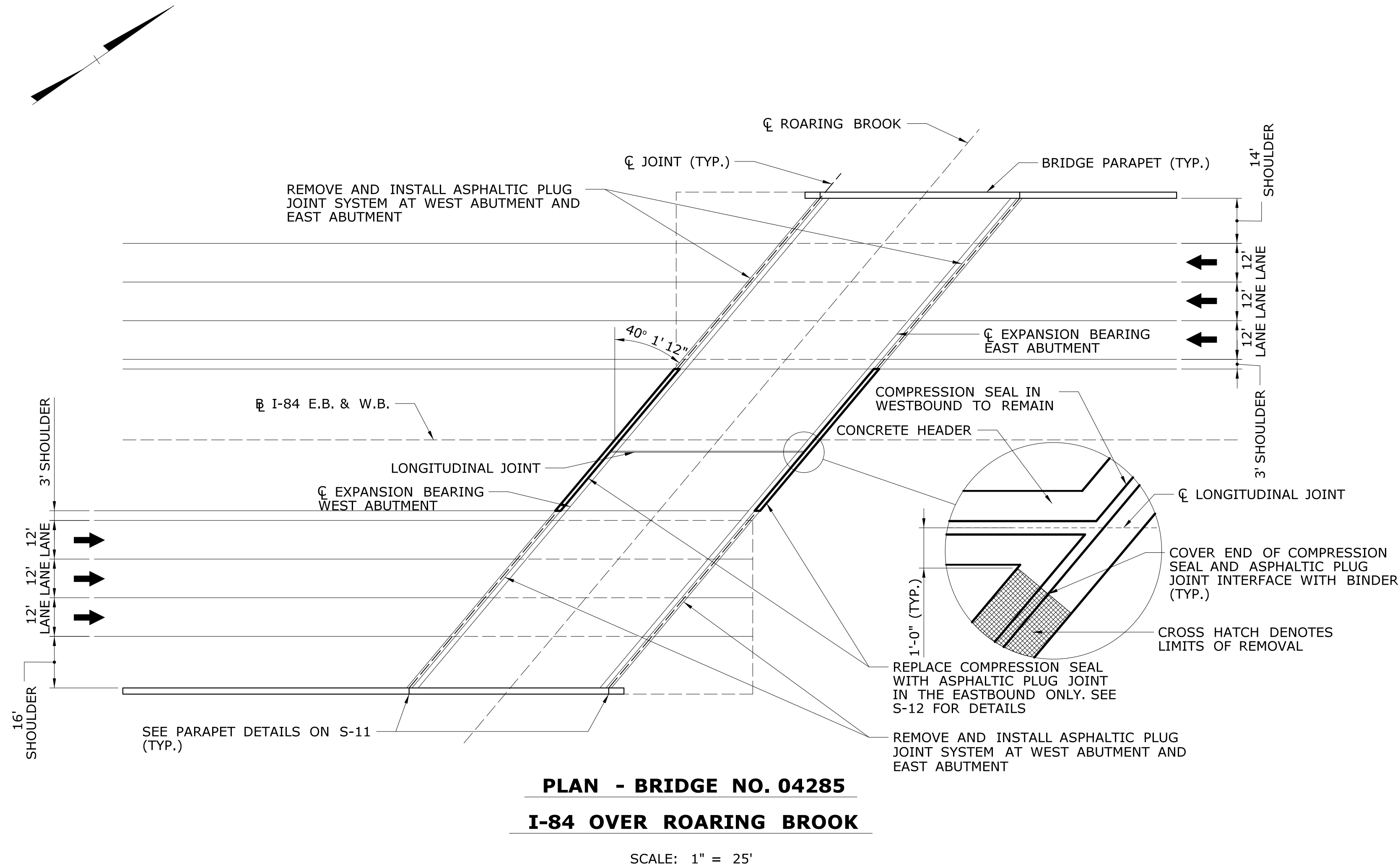
LOCATION PLAN

NOT TO SCALE

JOINT WORK FOR BRIDGE NO.04296

- ALL WORK TO REMOVE HOT MIX ASPHALT (H.M.A.) WEARING SURFACE, REMOVE AND DISPOSE OF H.M.A. WEARING SURFACE, MEMBRANE WATERPROOFING, EXISTING JOINT COMPONENTS AND SEALING ELEMENTS, SHALL BE INCLUDED IN THE COST OF "REMOVAL OF HMA WEARING SURFACE".
- WHERE EXISTING BRIDGE DECK JOINTS ARE CONCEALED BENEATH HOT MIX ASPHALT OVERLAY THE CONTRACTOR SHALL VERIFY THE BRIDGE DECK JOINT LOCATION AND HAVE THE LIMITS OF SAW-CUTTING APPROVED BY THE ENGINEER.
- MEMBRANE WATERPROOFING SHALL BE "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)" AND SHALL BE PLACED PRIOR TO PLACEMENT OF HMA S0.375. THE CONTRACTOR MAY MASK OFF THE LIMITS OF THE NEW BRIDGE JOINTS DURING CONSTRUCTION AS APPROVED BY THE ENGINEER.
- NEW JOINT ELEMENTS SHALL NOT BE INSTALLED UNTIL AFTER MILLING AND PAVING OPERATIONS ARE COMPLETED.
- ROUGH OR DAMAGED CONCRETE SURFACES WITHIN THE PAVEMENT CUTOUT AREA SHALL BE REPAIRED WITH A LEVELING COMPOUND. INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- THE DEPTH OF PROPOSED ASPHALTIC PLUG JOINT IS ESTIMATED TO BE $3\frac{1}{4}$ " AVERAGE.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/4/2014	DESIGNER/DRAFTER: CF CHECKED BY: KP SCALE AS NOTED	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\04296 - General Plan.dgn	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: INTERSTATE 84 PAVEMENT PRESERVATION	TOWN: WILLINGTON DRAWING TITLE: GENERAL PLAN BRIDGE NO. 04296 (E.B.)	PROJECT NO. 160-145 DRAWING NO. S-03 SHEET NO. 04.03
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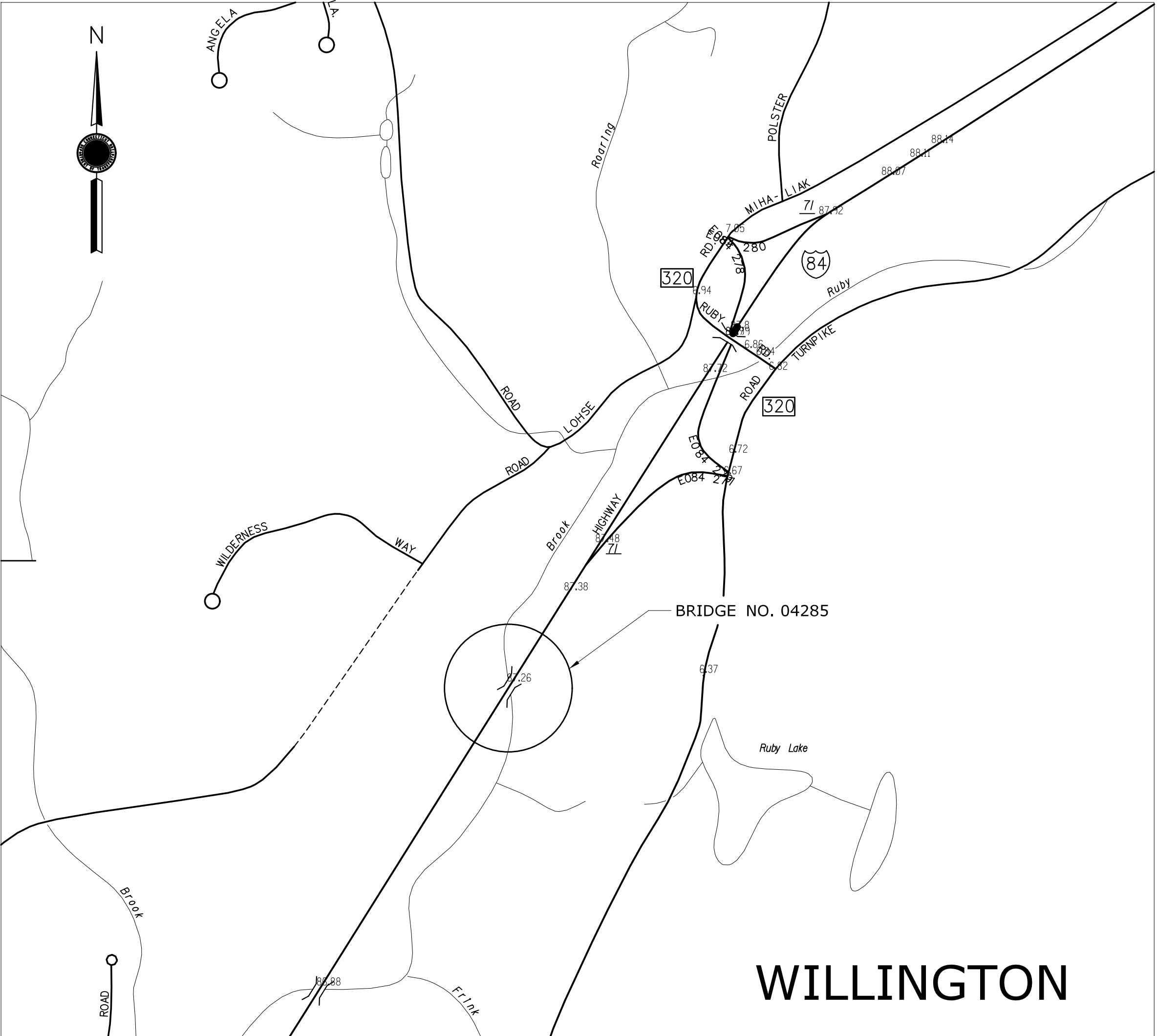


PLAN - BRIDGE NO. 04285
I-84 OVER ROARING BROOK



SCALE: 1" = 25'

JOINT WORK FOR BRIDGE NO.04285

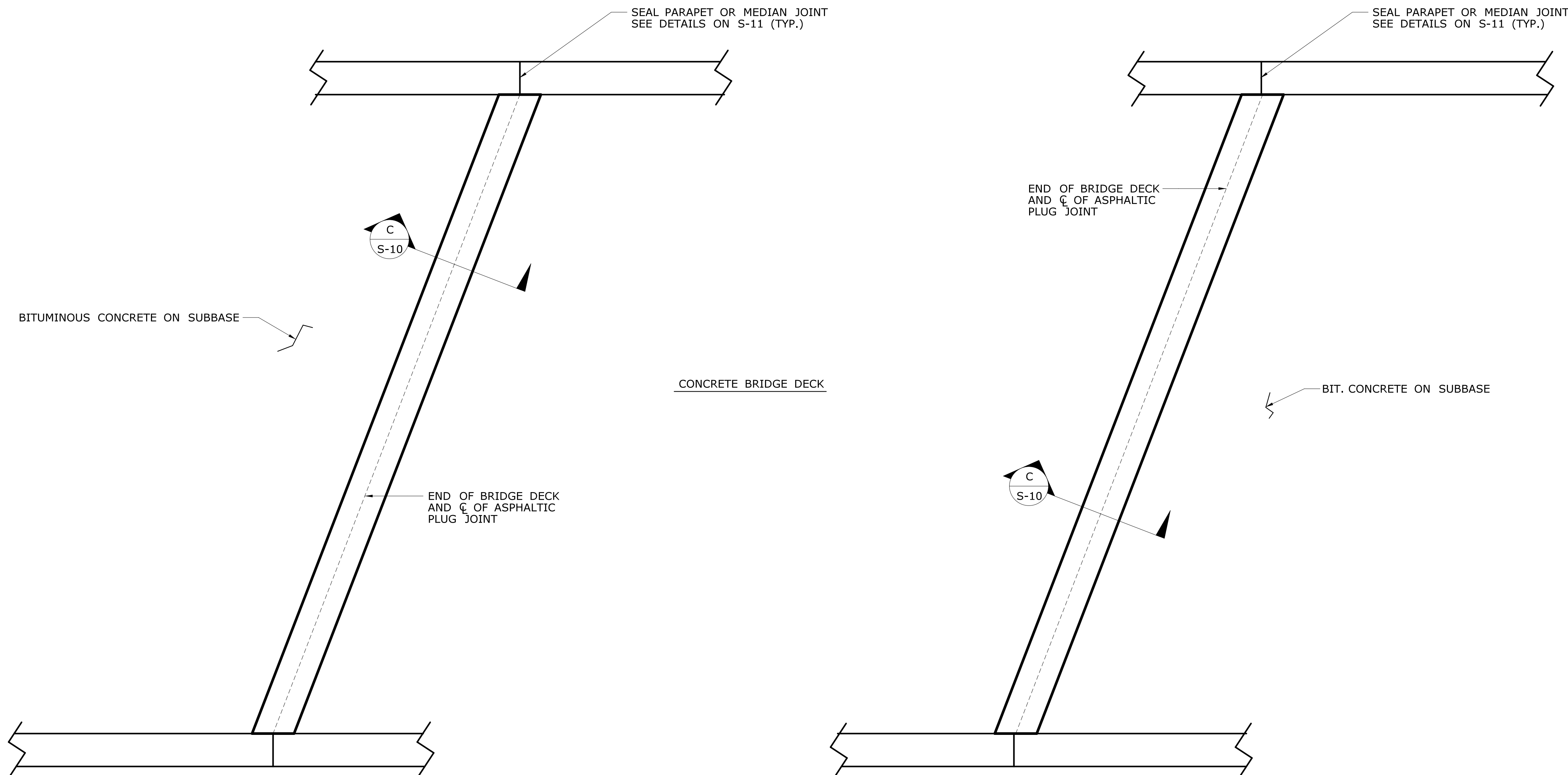
- ALL WORK TO SAWCUT HOT MIX ASPHALT (H.M.A.) WEARING SURFACE, REMOVE AND DISPOSE OF H.M.A. WEARING SURFACE, MEMBRANE WATERPROOFING, EXISTING JOINT COMPONENTS AND SEALING ELEMENTS, SHALL BE INCLUDED IN THE COST OF "REMOVAL OF HMA WEARING SURFACE".
- WHERE EXISTING BRIDGE DECK JOINTS ARE CONCEALED BENEATH HOT MIX ASPHALT OVERLAY THE CONTRACTOR SHALL VERIFY THE BRIDGE DECK JOINT LOCATION AND HAVE THE LIMITS OF SAW-CUTTING APPROVED BY THE ENGINEER.
- MEMBRANE WATERPROOFING SHALL BE "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)" AND SHALL BE PLACED PRIOR TO PLACEMENT OF HMA S0.375. THE CONTRACTOR MAY MASK OFF THE LIMITS OF THE NEW BRIDGE JOINTS DURING CONSTRUCTION AS APPROVED BY THE ENGINEER.
- NEW JOINT ELEMENTS SHALL NOT BE INSTALLED UNTIL AFTER MILLING AND PAVING OPERATIONS ARE COMPLETED.
- ROUGH OR DAMAGED CONCRETE SURFACES WITHIN THE PAVEMENT CUTOUT AREA SHALL BE REPAIRED WITH A LEVELING COMPOUND. INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- THE DEPTH OF PROPOSED ASPHALTIC PLUG JOINT IS ESTIMATED TO BE 3 1/4" AVERAGE.



LOCATION PLAN
NOT TO SCALE

				DESIGNER/DRAFTER: CF		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: INTERSTATE 84 PAVEMENT PRESERVATION	TOWN: WILLINGTON	PROJECT NO. 160-145 DRAWING NO. S-04 SHEET NO. 04.04
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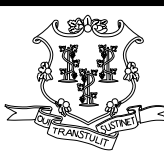



DETAIL "B"
TYPICAL TREATMENT OF EXPANSION JOINTS (NO APPROACH SLABS)
NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.


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**STATE OF CONNECTICUT**
DEPARTMENT OF TRANSPORTATION



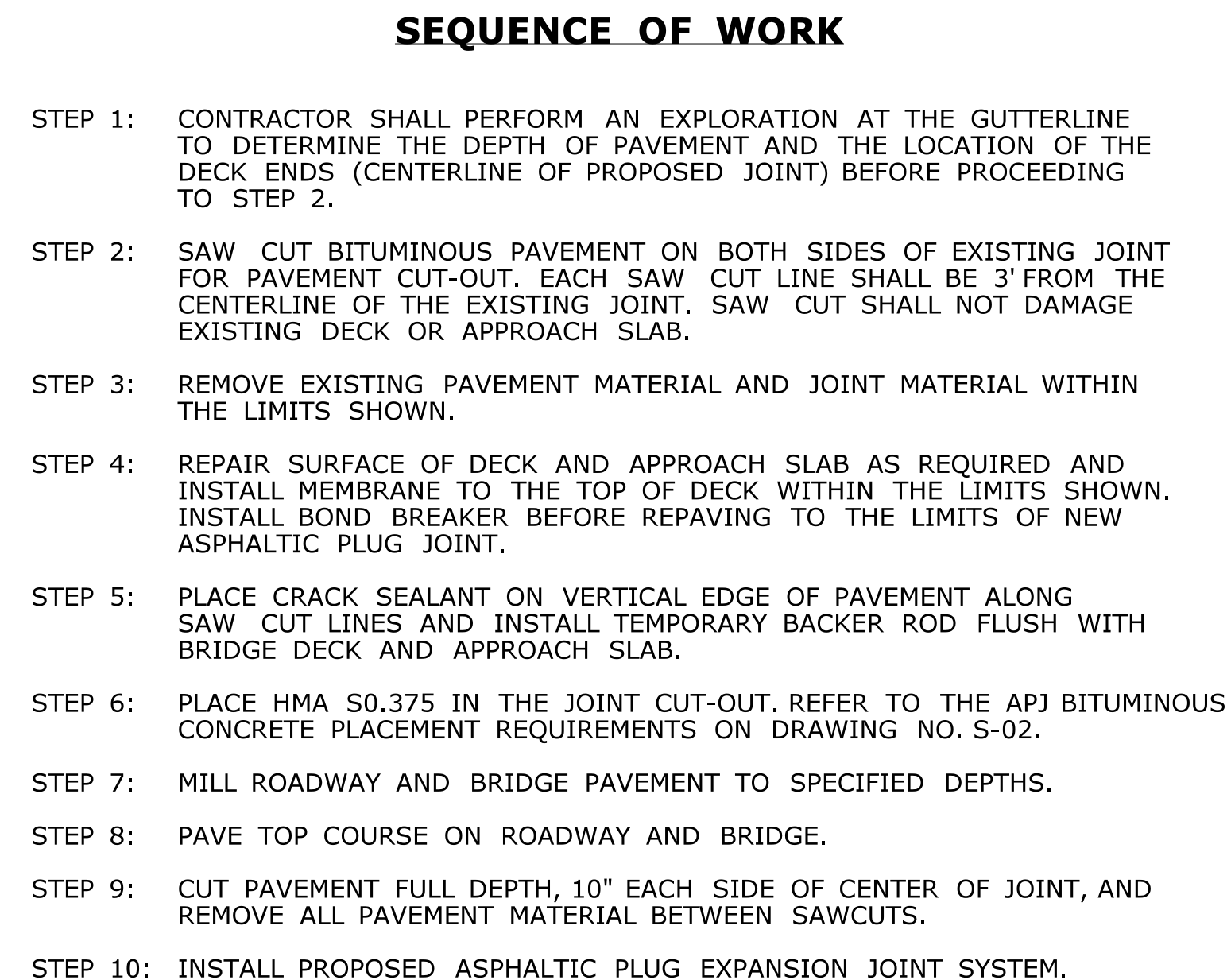
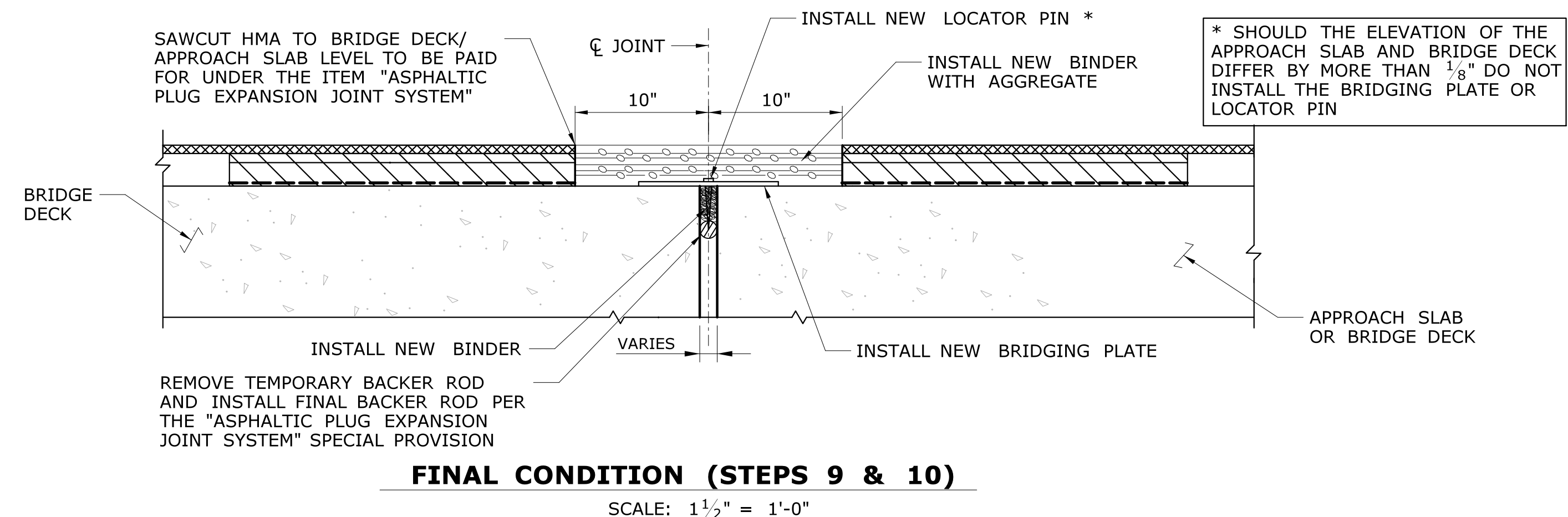
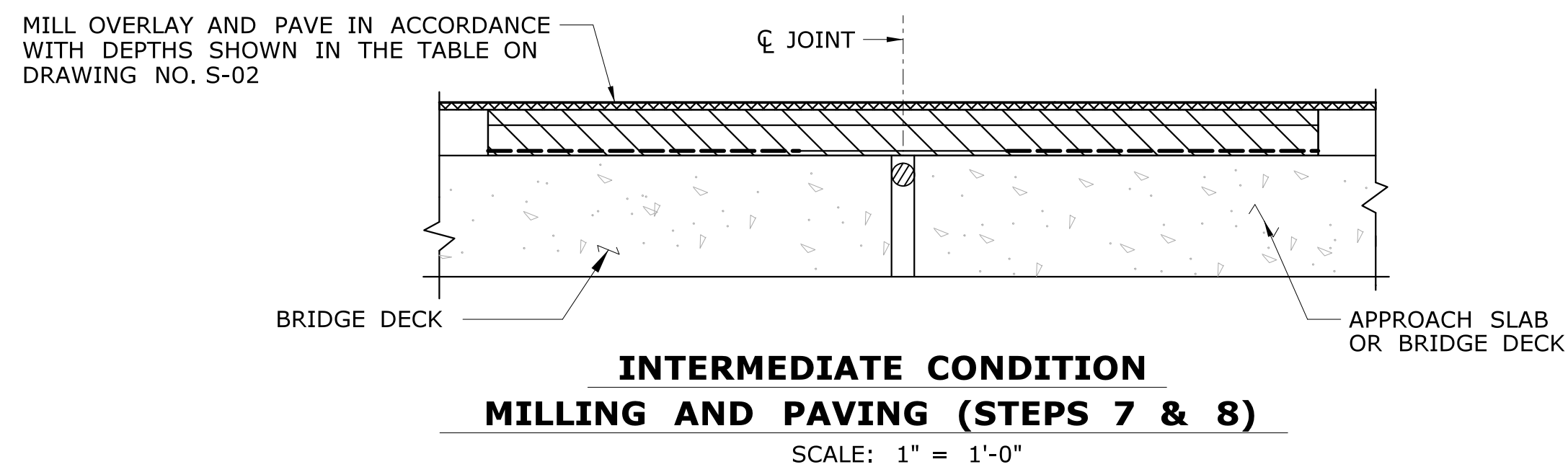
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BLOCK:
OFFICE OF ENGINEERING
APPROVED BY:


PROJECT TITLE:
INTERSTATE 84
PAVEMENT PRESERVATION

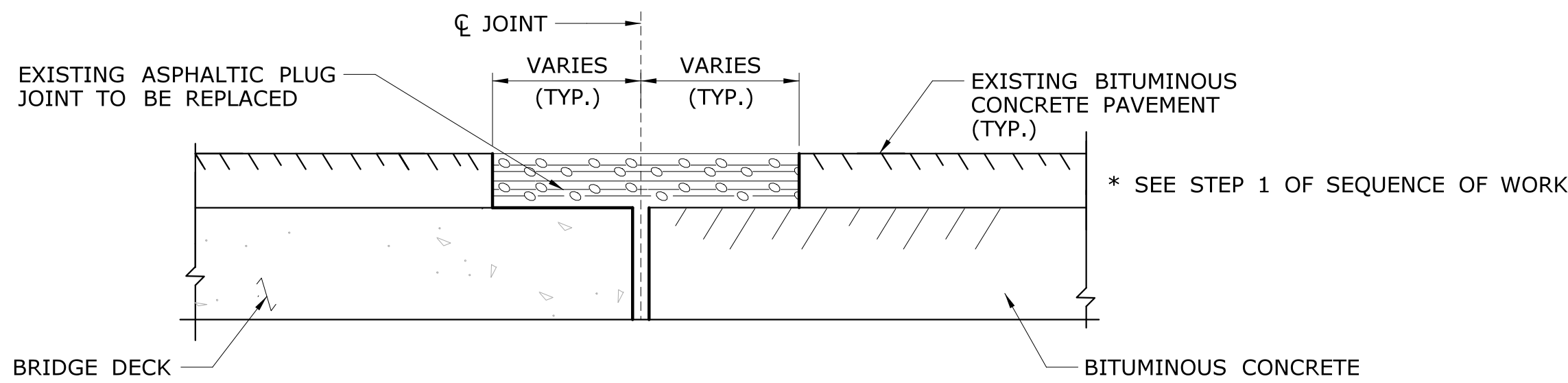
TOWN:
WILLINGTON AND UNION
DRAWING TITLE:
TREATMENT OF EXPANSION JOINTS WITH NO APPROACH SLABS

PROJECT NO.
160-145
DRAWING NO.
S-07
SHEET NO.
04.07



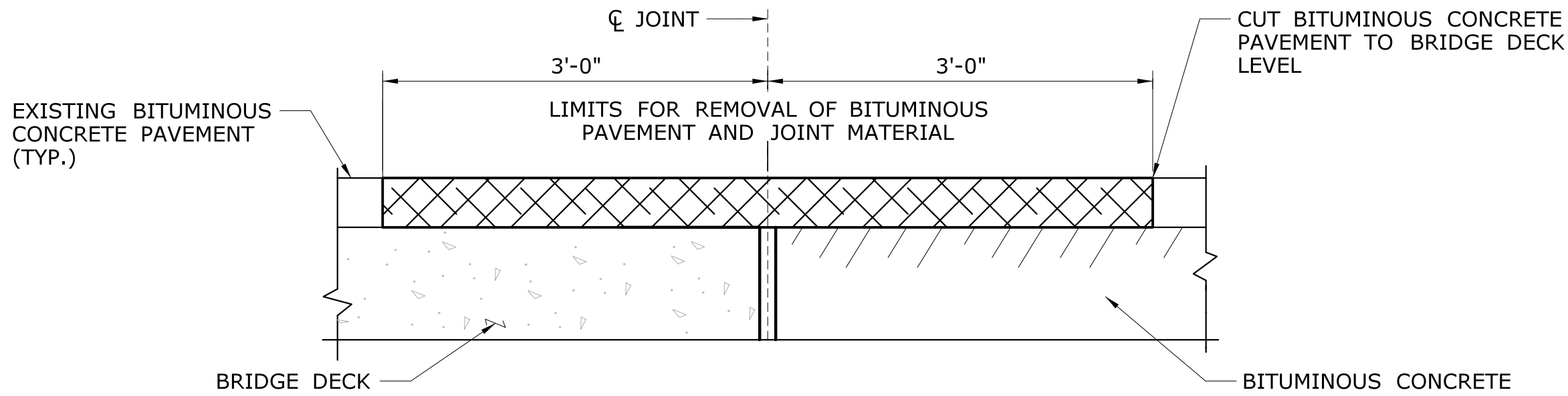
PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM
WITH BRIDGING PLATE
 SCALE AS NOTED

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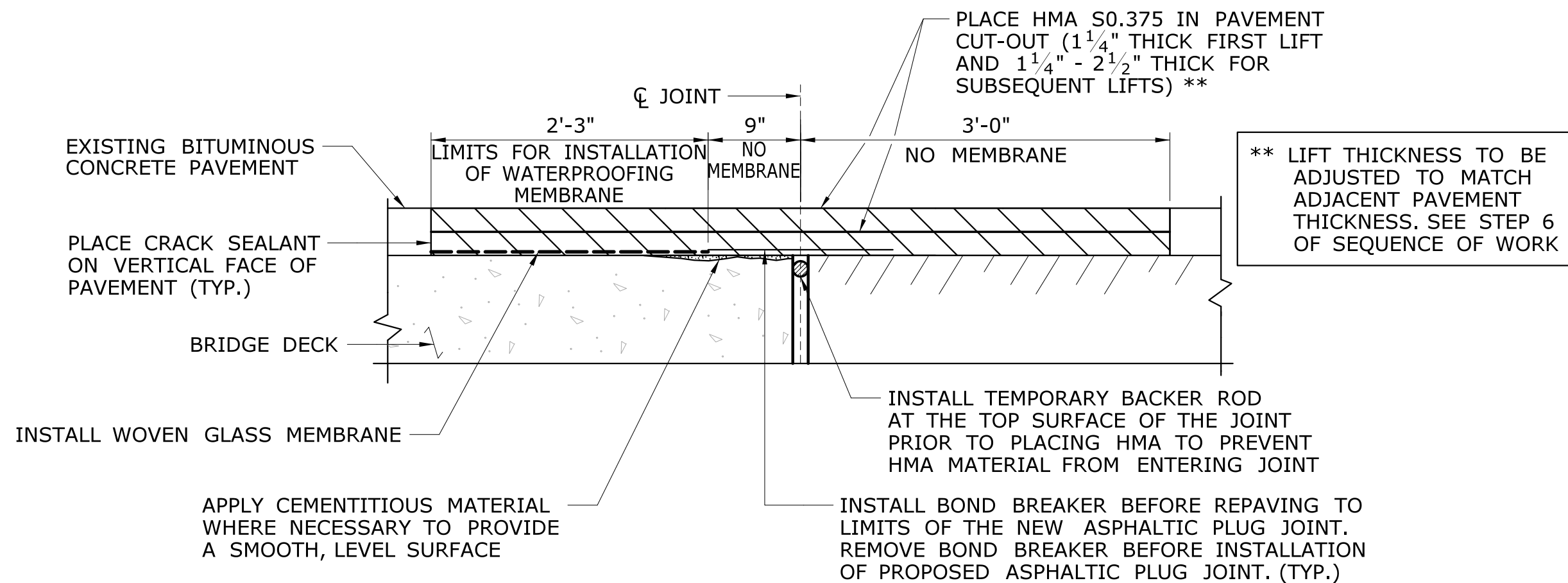
EXISTING CONDITION

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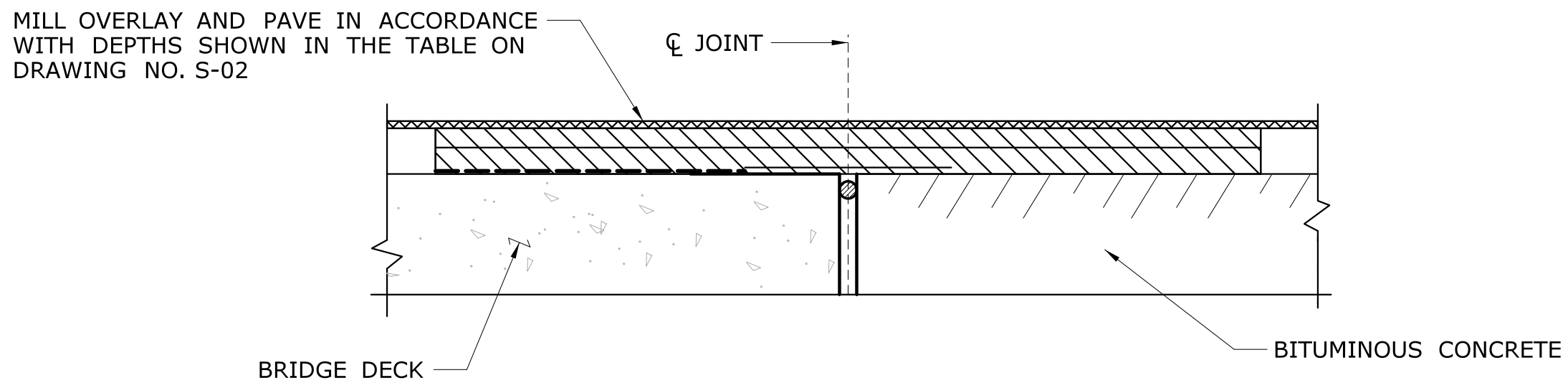
INTERMEDIATE CONDITION JOINT AND PAVEMENT REMOVAL (STEPS 1-3)

SCALE: 1" = 1'-0"



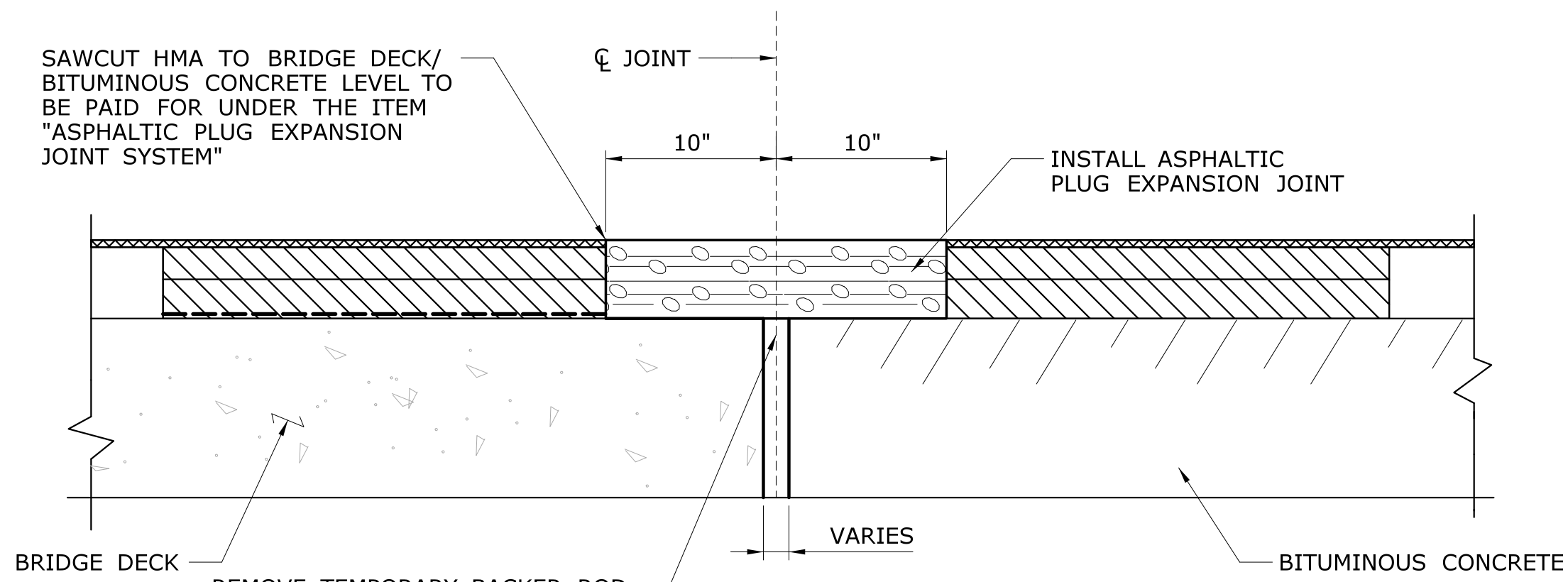
INTERMEDIATE CONDITION PLACEMENT OF PAVEMENT IN JOINT CUTOUT (STEPS 4-6)

SCALE: 1" = 1'-0"



INTERMEDIATE CONDITION OVERLAY PAVING (STEPS 7 & 8)

SCALE: 1" = 1'-0"



FINAL CONDITION (STEPS 9 & 10)

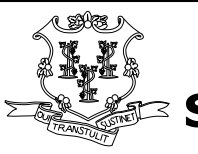
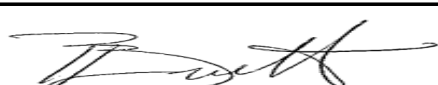
SCALE: 1 1/2" = 1'-0"

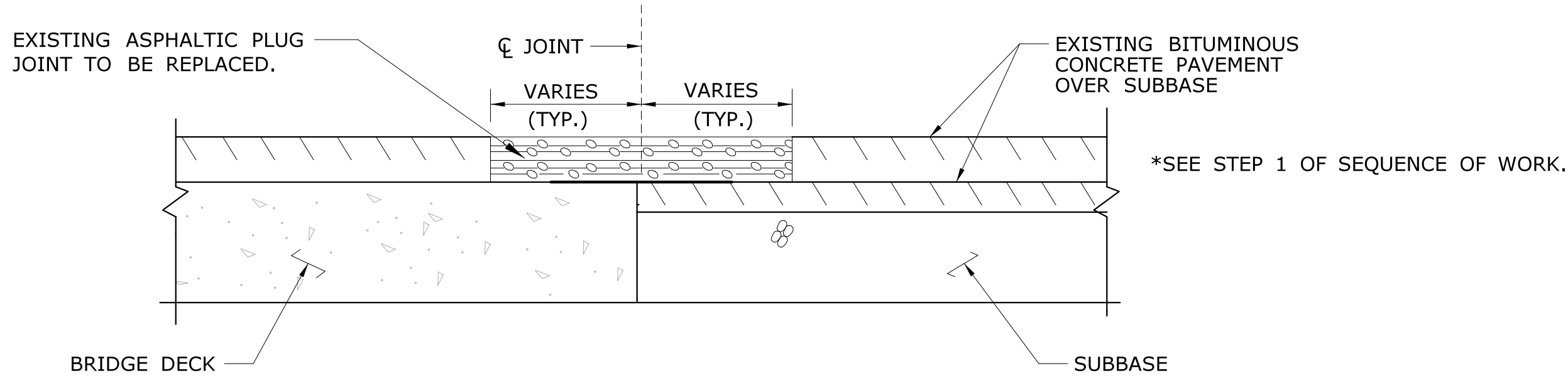
SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
- STEP 2: SAW CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW CUT SHALL NOT DAMAGE EXISTING DECK.
- STEP 3: REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN.
- STEP 4: REPAIR SURFACE OF DECK AS REQUIRED AND INSTALL MEMBRANE TO THE TOP OF DECK WITHIN THE LIMITS SHOWN. INSTALL BOND BREAKER BEFORE REPAVING TO THE LIMITS OF THE NEW ASPHALTIC PLUG JOINT
- STEP 5: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW CUT LINES AND INSTALL TEMPORARY BACKER ROD IF GAP BETWEEN BRIDGE DECK AND CONCRETE EXISTS.
- STEP 6: PLACE HMA S0.375 IN THE JOINT CUTOUT. REFER TO THE APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS ON DRAWING NO. S-02.
- STEP 7: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS AND THE BOND BREAKER.
- STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.

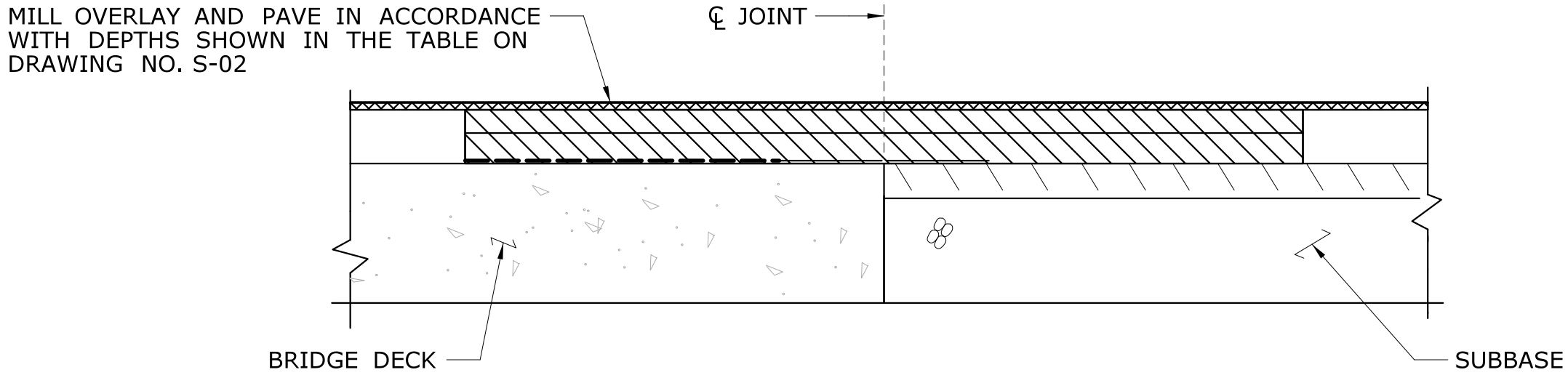
PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITHOUT BRIDGING PLATE

B
S-06

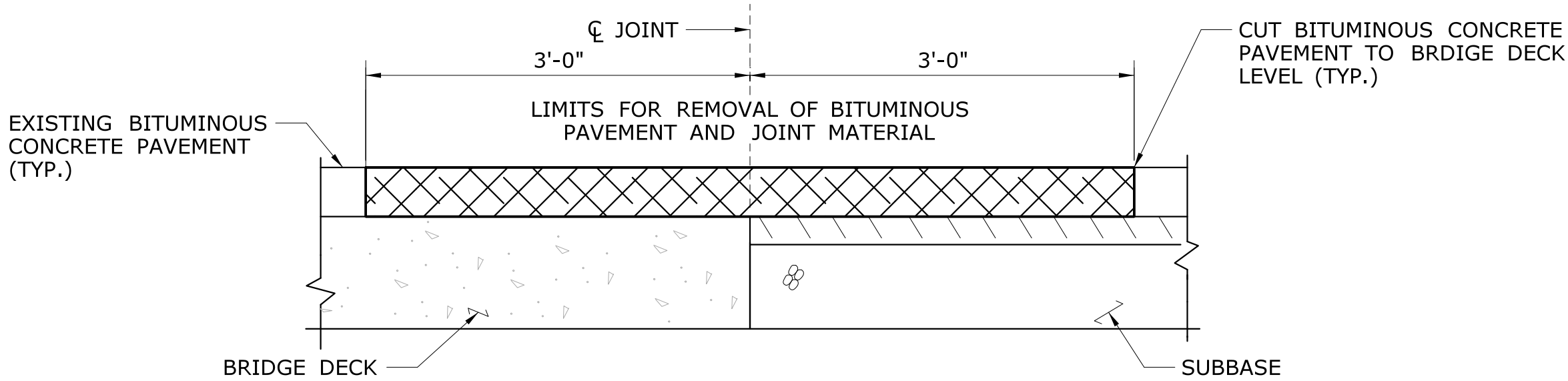
				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: CF	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: INTERSTATE 84 PAVEMENT PRESERVATION	TOWN: WILLINGTON AND UNION DRAWING TITLE: ASPHALTIC PLUG JOINT REPLACEMENT DETAILS 2	PROJECT NO. 160-145 DRAWING NO. S-09 SHEET NO. 04.09	
					CHECKED BY: KP						
					SCALE AS NOTED						
REV.	DATE	REVISION DESCRIPTION		SHEET NO.	Plotted Date: 12/4/2014	Filename: ...Asphaltic Plug Expansion Joint System-2.dgn					



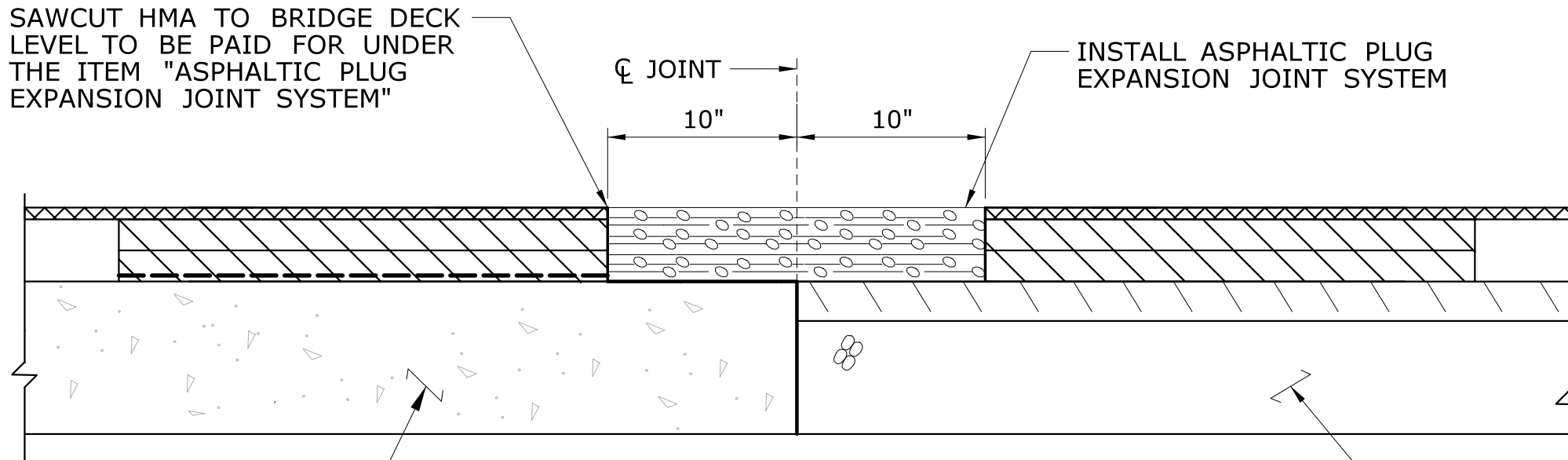
EXISTING CONDITION
SCALE: 1" = 1'-0"



INTERMEDIATE CONDITION
MILLING AND PAVING (STEPS 7 & 8)
SCALE: 1" = 1'-0"



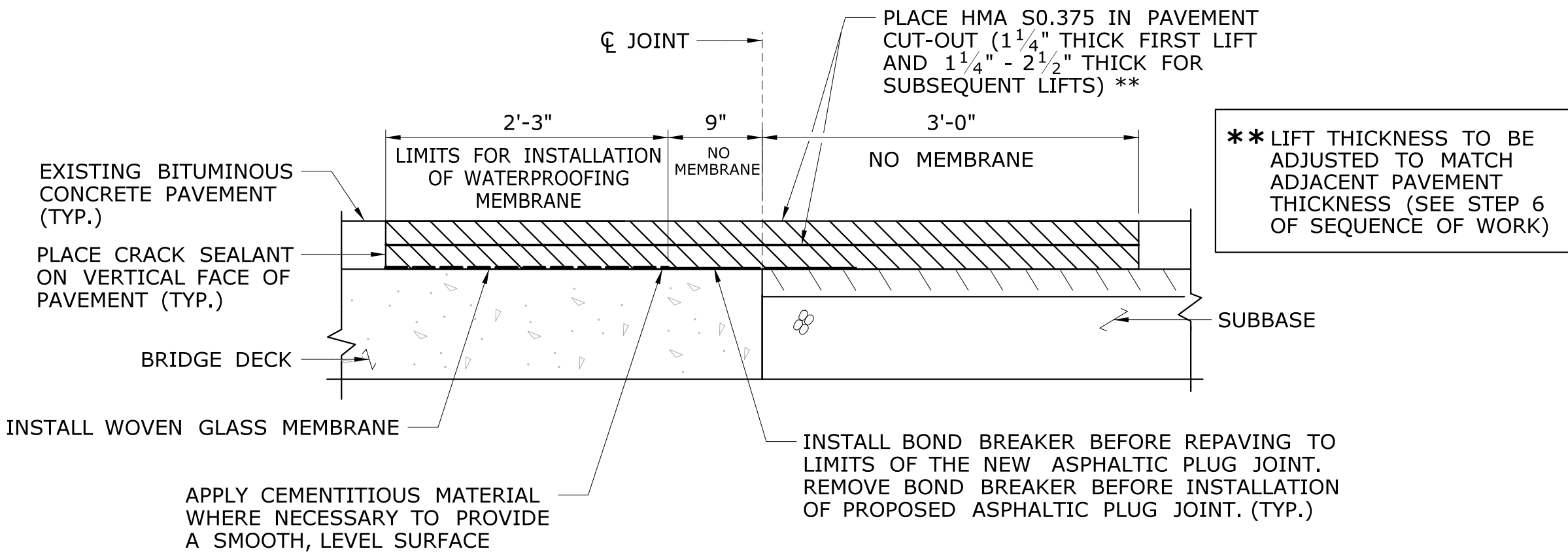
INTERMEDIATE CONDITION
JOINT AND PAVEMENT REMOVAL (STEPS 1-3)
SCALE: 1" = 1'-0"



FINAL CONDITION (STEPS 9 & 10)
SCALE: 1 1/2" = 1'-0"

SEQUENCE OF WORK

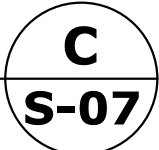
- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
- STEP 2: SAW-CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW-CUT SHALL NOT DAMAGE EXISTING DECK.
- STEP 3: REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN.
- STEP 4: REPAIR SURFACE OF DECK AS REQUIRED AND INSTALL MEMBRANE TO THE TOP OF DECK WITHIN THE LIMITS SHOWN. INSTALL BOND BREAKER BEFORE REPAVING TO THE LIMITS OF THE NEW ASPHALTIC PLUG JOINT.
- STEP 5: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW-CUT LINES.
- STEP 6: PLACE HMA S0.375 IN THE JOINT CUTOUT. REFER TO APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS ON DRAWING NO. S-02.
- STEP 7: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT PAVEMENT FULL DEPTH, 10' EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS.
- STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.





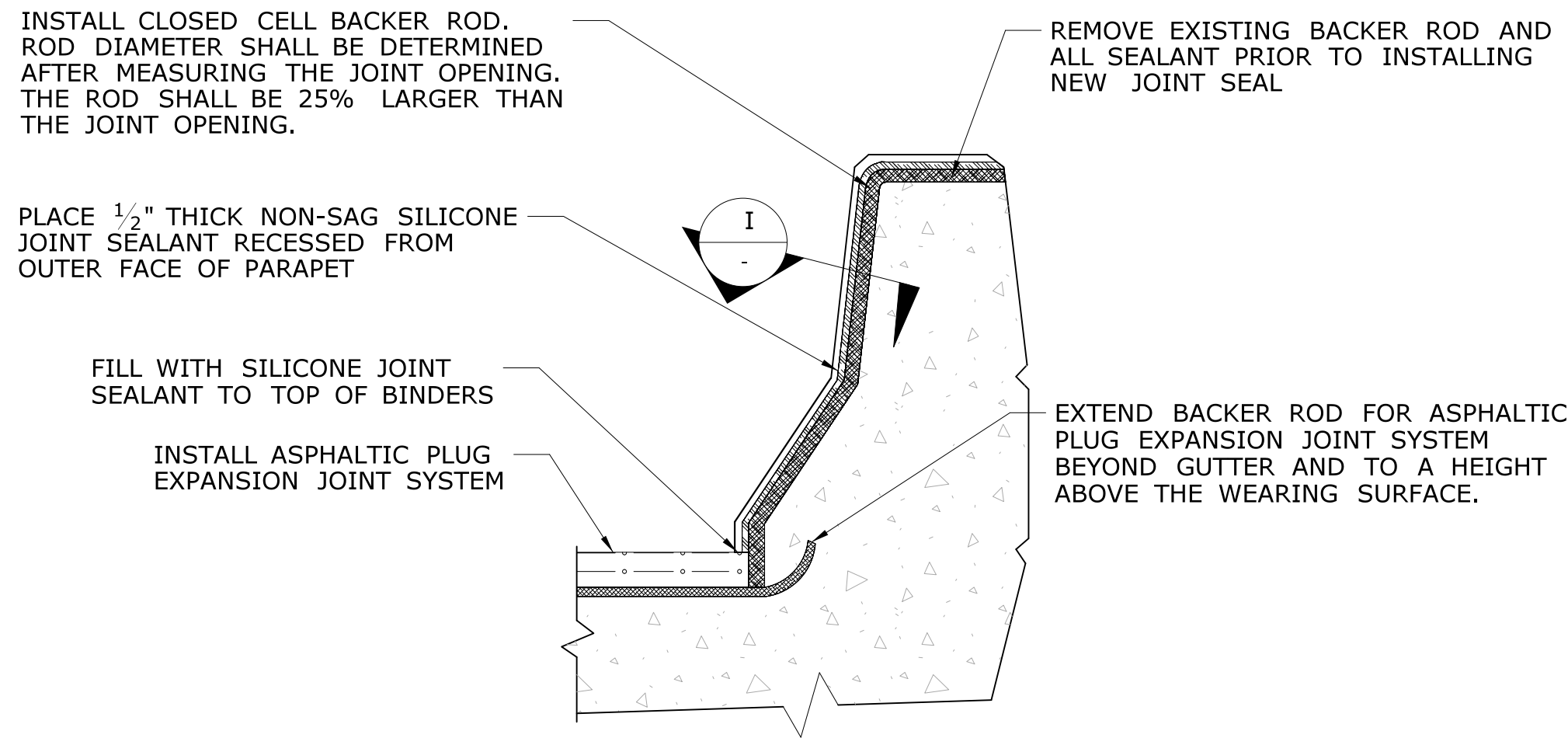
INTERMEDIATE CONDITION
(STEPS 4-6)
SCALE: 1" = 1'-0"

PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM
WITHOUT BRIDGING PLATE

SCALE AS NOTED

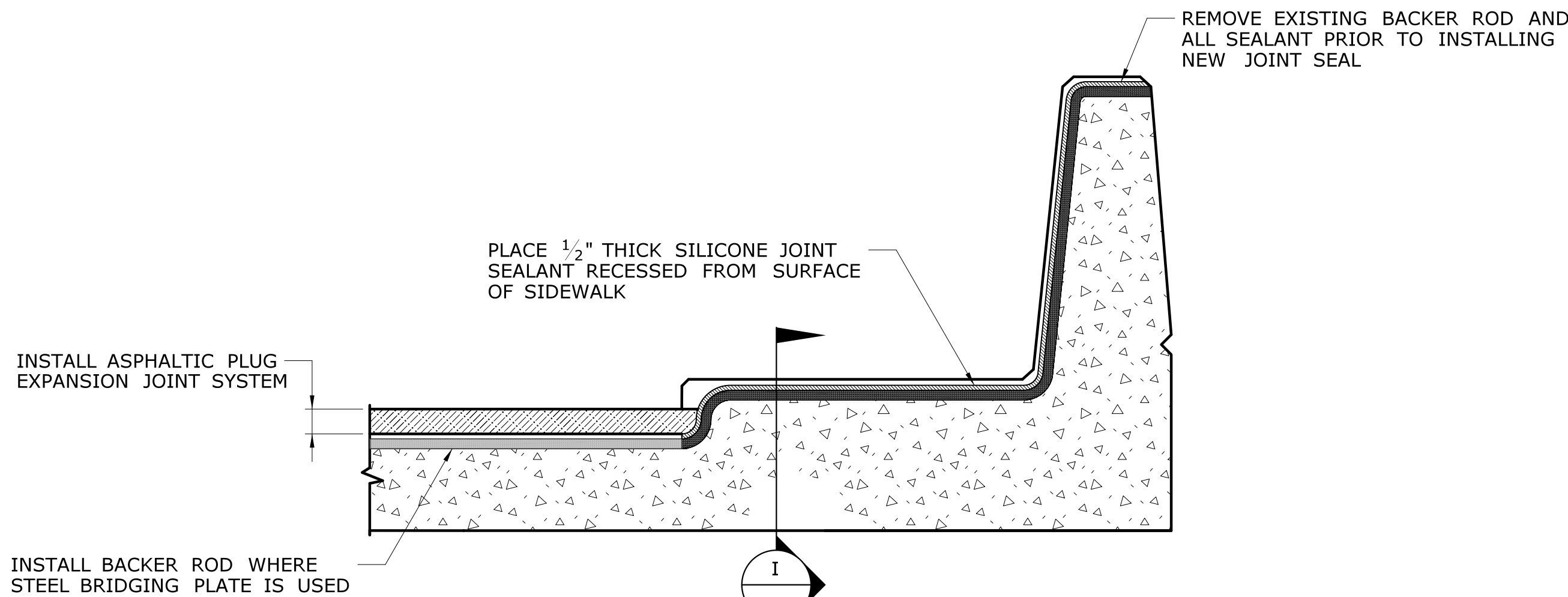


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				CHECKED BY: KP						
				SCALE AS NOTED						
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JOINT TREATMENT AT PARAPET

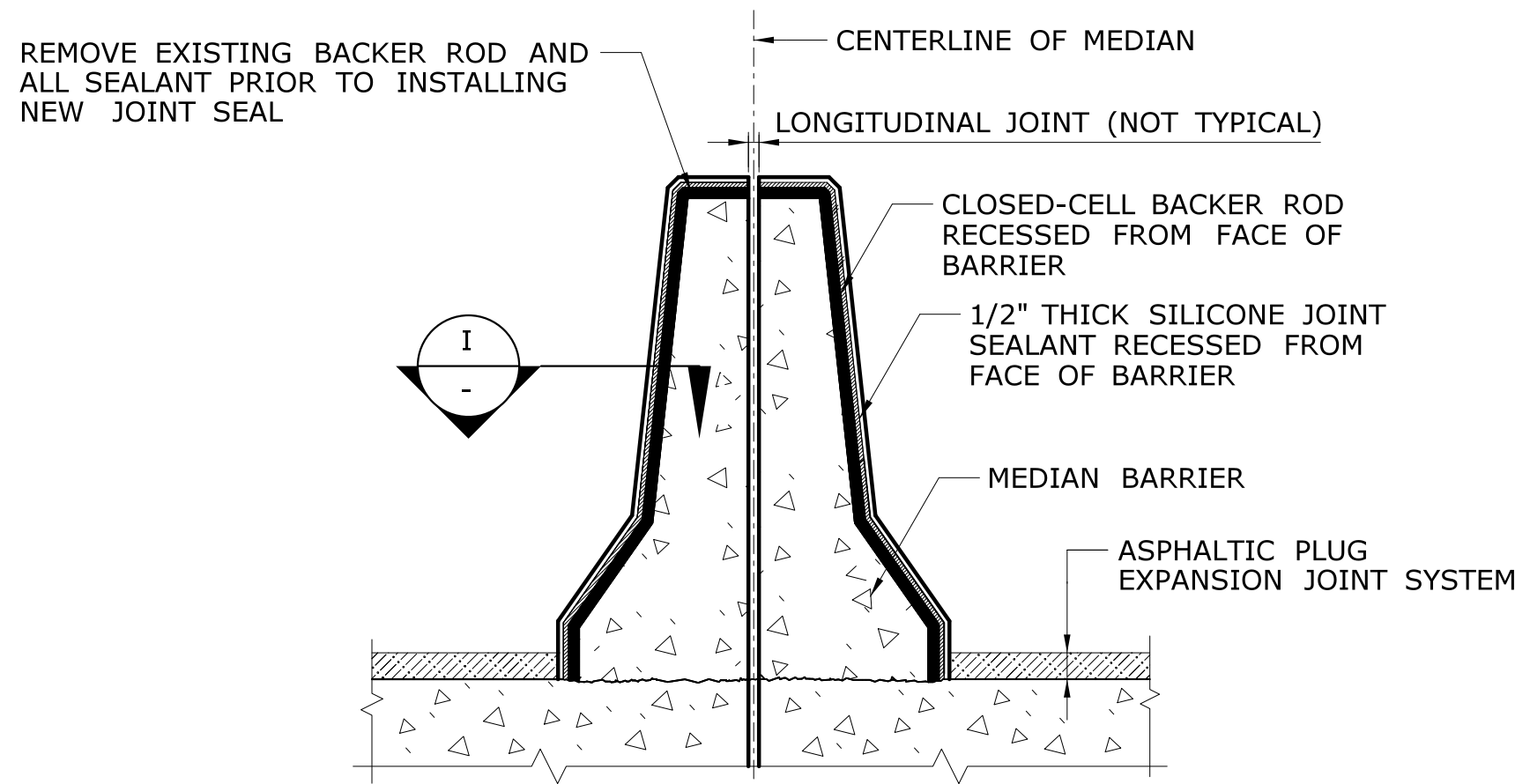
NOT TO SCALE



JOINT TREATMENT AT SIDEWALK

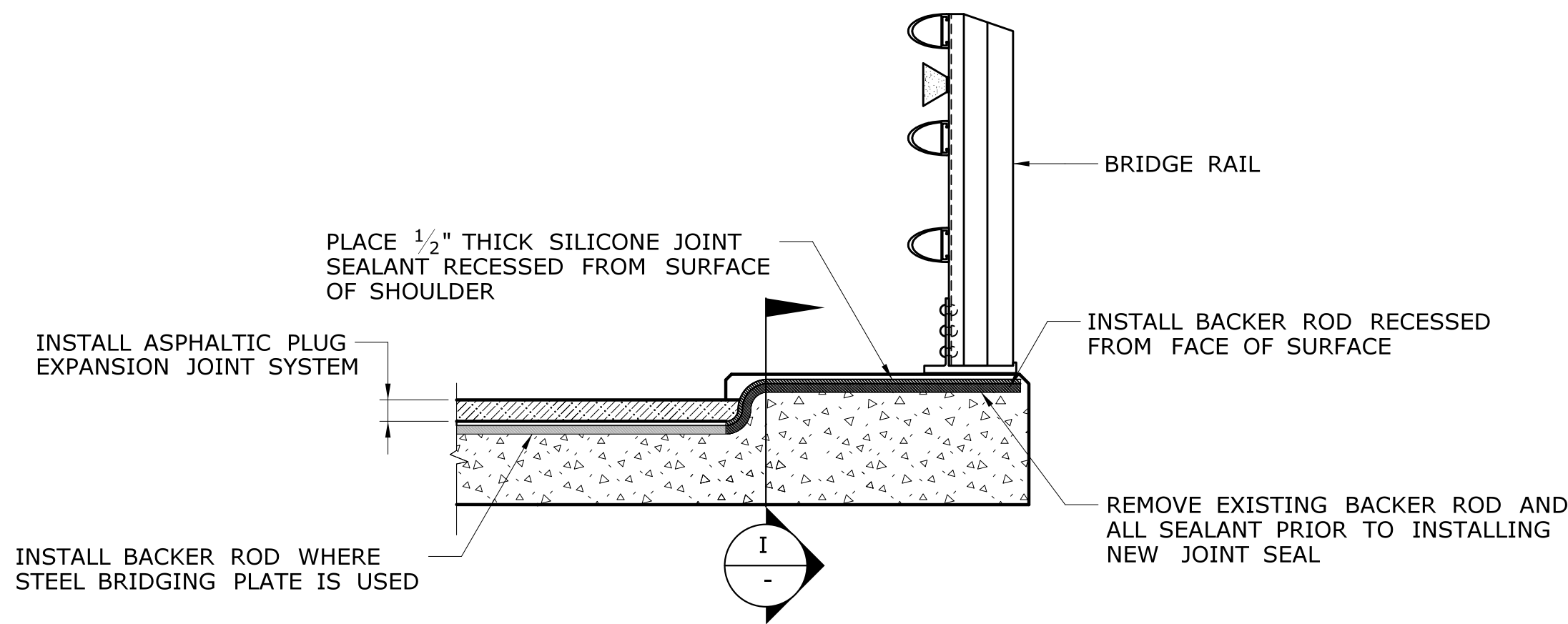
(ACTUAL DETAILS MAY VARY. SIMILAR DETAILS APPLY AT RAISED CONCRETE MEDIANS)

NOT TO SCALE



JOINT TREATMENT AT CONCRETE MEDIAN BARRIER

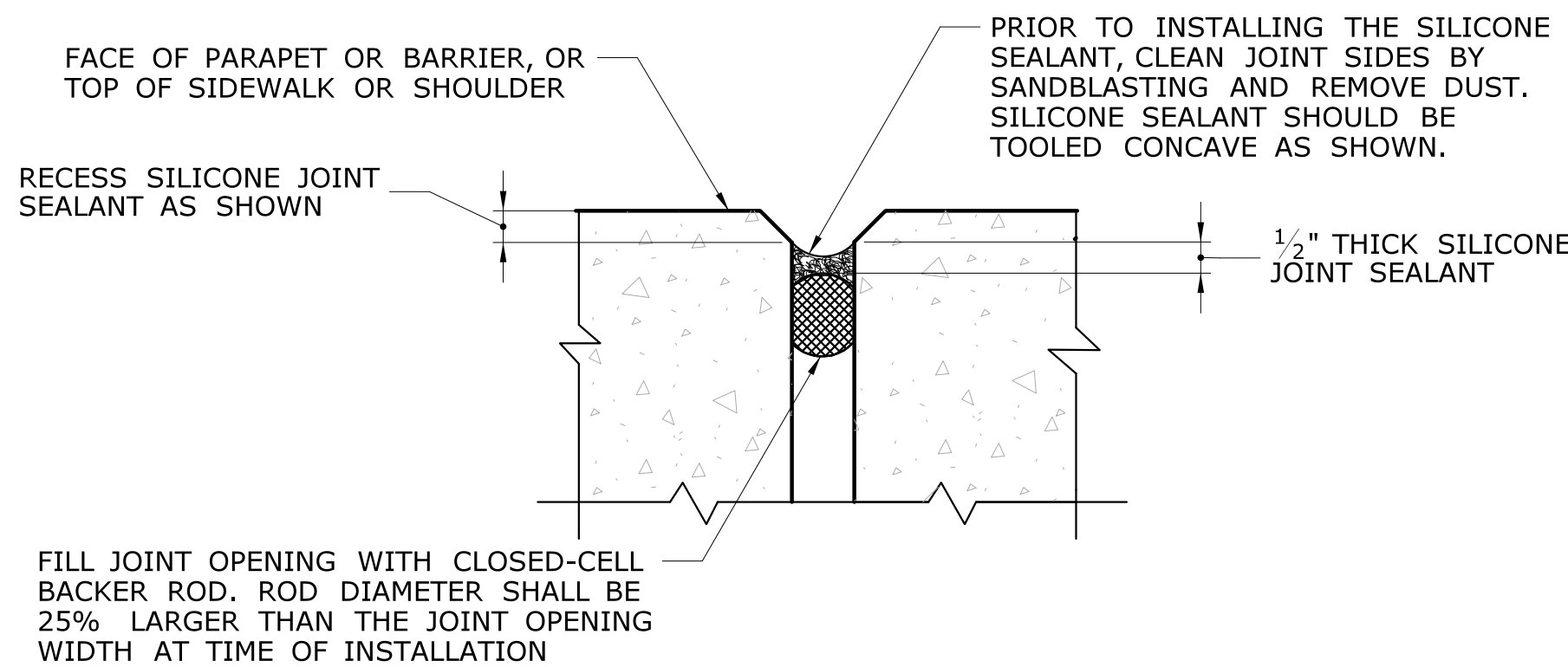
NOT TO SCALE



JOINT TREATMENT AT RAISED SHOULDER

NOT TO SCALE

SILICONE JOINT SEALANT AND BACKER ROD DETAILS



SECTION THROUGH PARAPET OR MEDIAN BARRIER JOINT

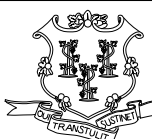
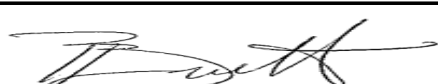
NOT TO SCALE

NOTES FOR SEALING JOINTS

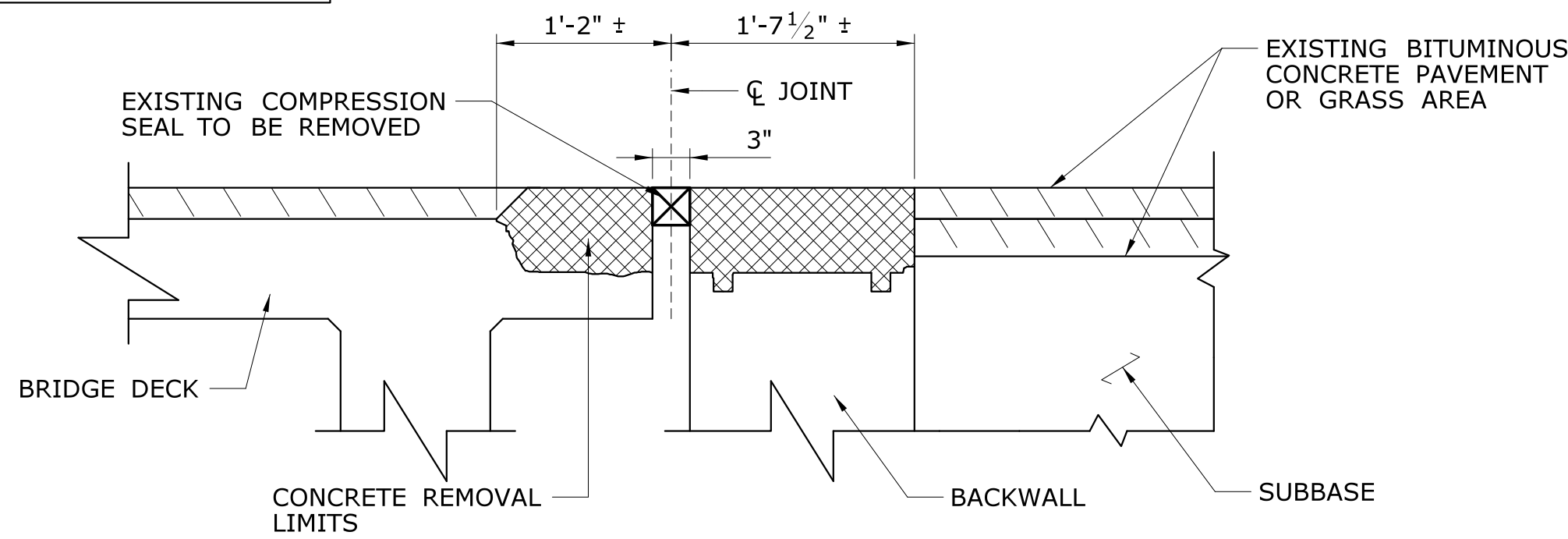
- 1.) ANY EXISTING BACKER ROD & JOINT SEALANT SHALL BE COMPLETELY REMOVED PRIOR TO INSTALLING NEW JOINTS SEAL.
- 2.) SURFACES OF CONCRETE ALONG JOINT SHALL BE CLEANED BY ABRASIVE BLAST CLEANING. SURFACES TO WHICH SILICONE SEALANT WILL ADHERE SHALL BE FREE OF DUST AND LOOSE OR DETERIORATED CONCRETE BEFORE INSTALLING BACKER ROD AND SILICONE JOINT SEAL.
- 3.) COST FOR SEALING PARAPET JOINT TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".

NOTE:

PRIOR TO INSTALLING THE NEW BACKER ROD AND SILICONE JOINT SEALANT, REMOVE EXISTING JOINT MATERIAL. CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".

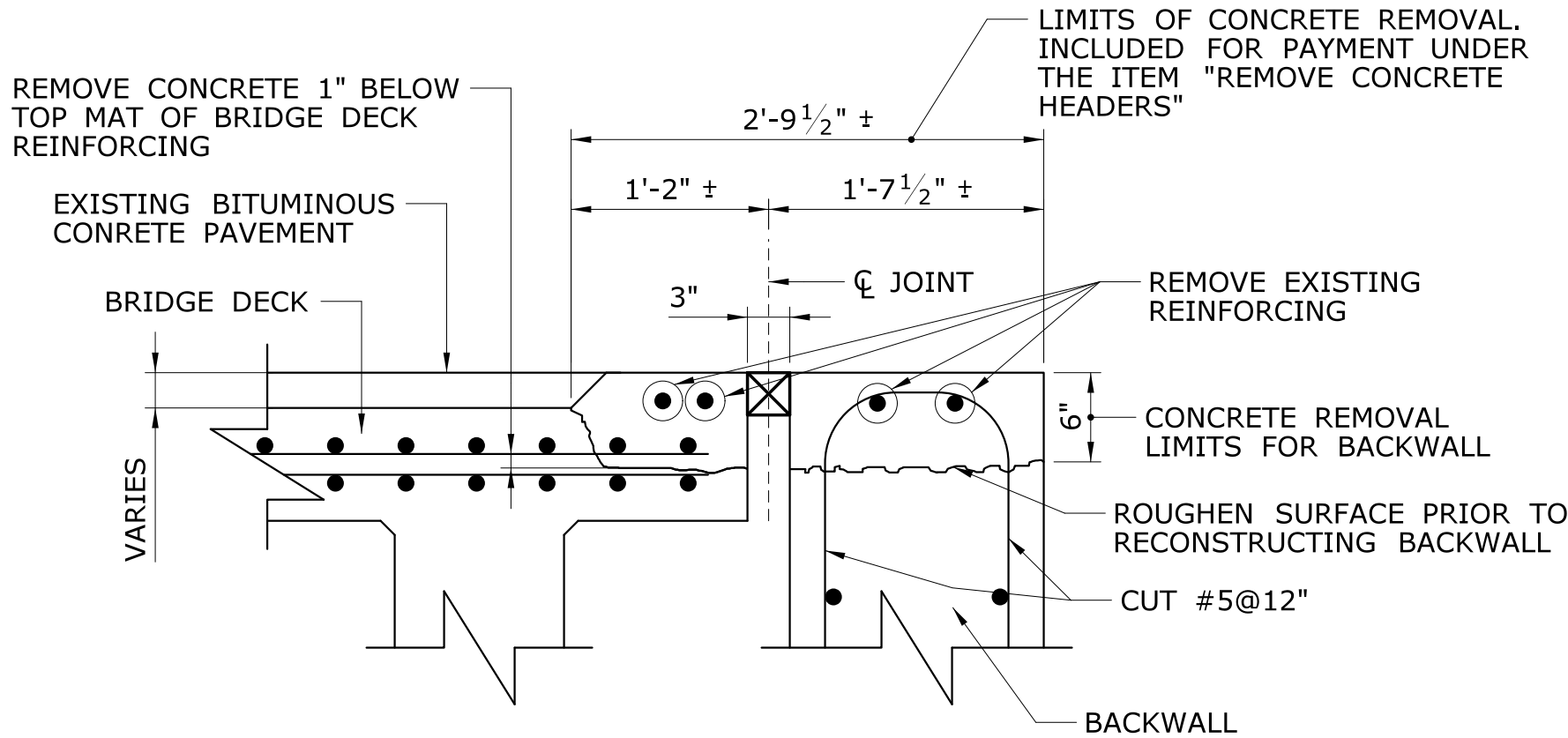
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				SCALE AS NOTED											
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/4/2014		Filename: ...\\Parapet Details.dgn	APPROVED BY: 		DRAWING TITLE: PARAPET JOINT DETAILS		DRAWING NO. S-11				
									SHEET NO. 04.11						

CROSS HATCH DENOTES LIMITS OF CONCRETE REMOVAL TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVE CONCRETE HEADERS"



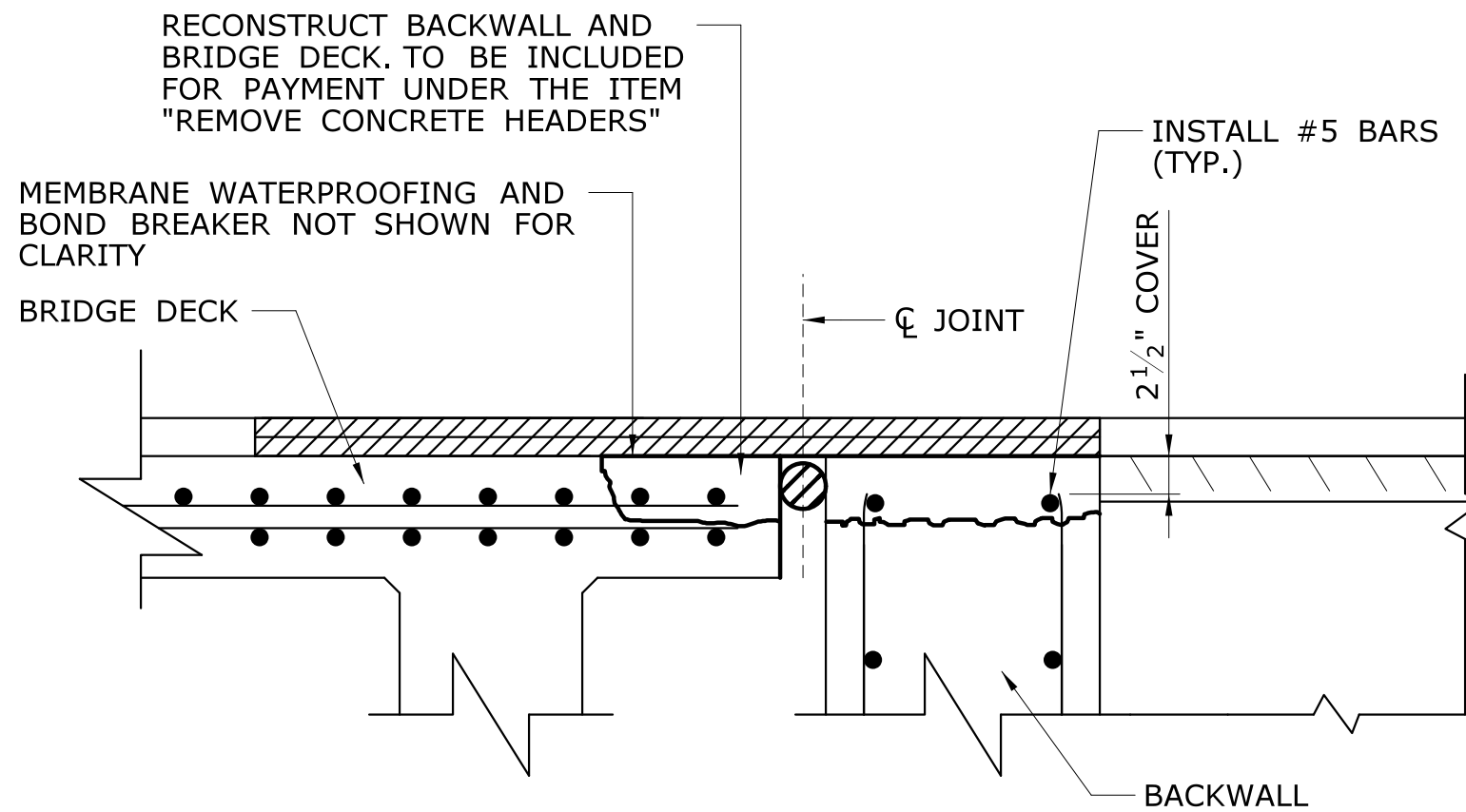
EXISTING CONDITION - LIMITS OF REMOVAL

SCALE: 1" = 1'-0"



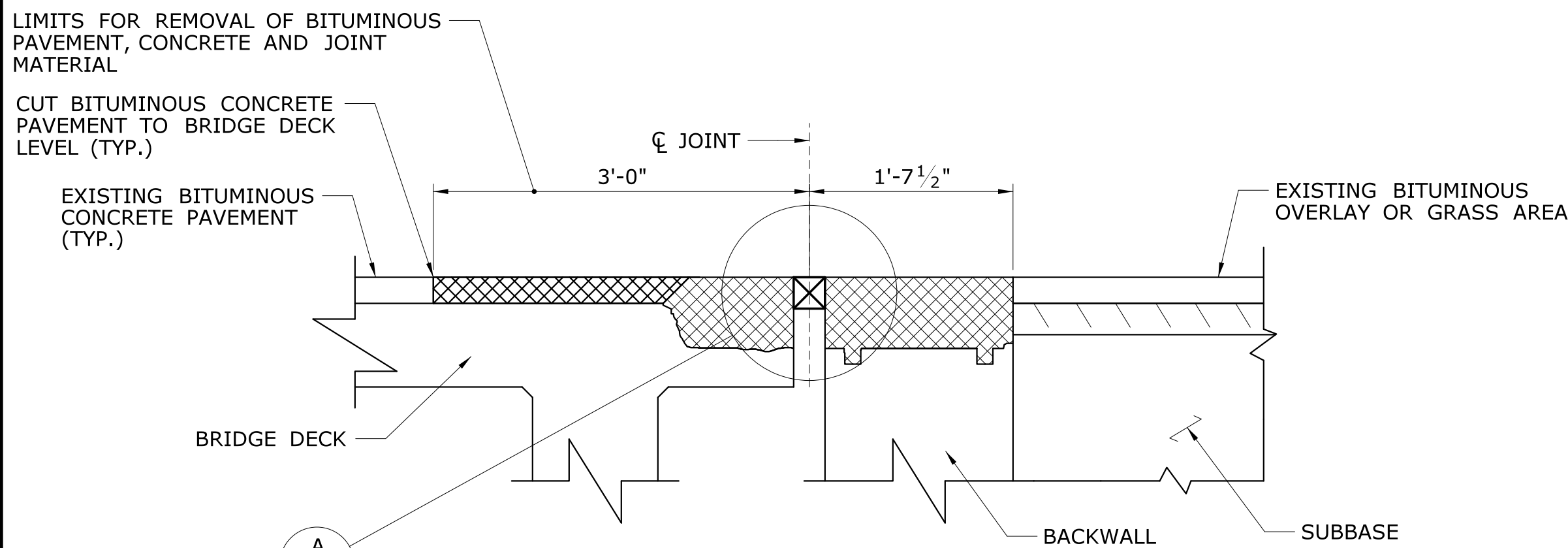
DETAIL (HEADER REMOVAL) A

SCALE: 1" = 1'-0"



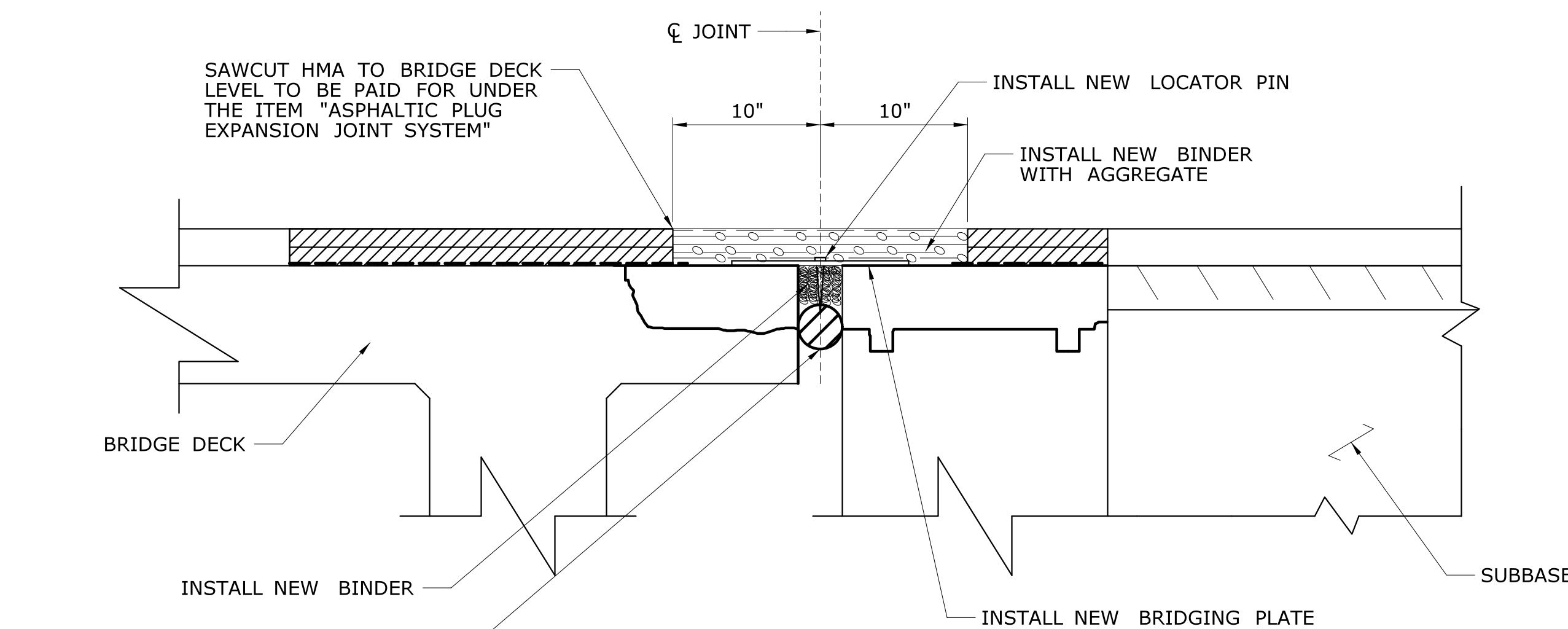
DETAIL (DECK RECONSTRUCTION) B

SCALE: 1" = 1'-0"



INTERMEDIATE CONDITION JOINT, CONCRETE AND PAVEMENT REMOVAL (STEPS 1-3)

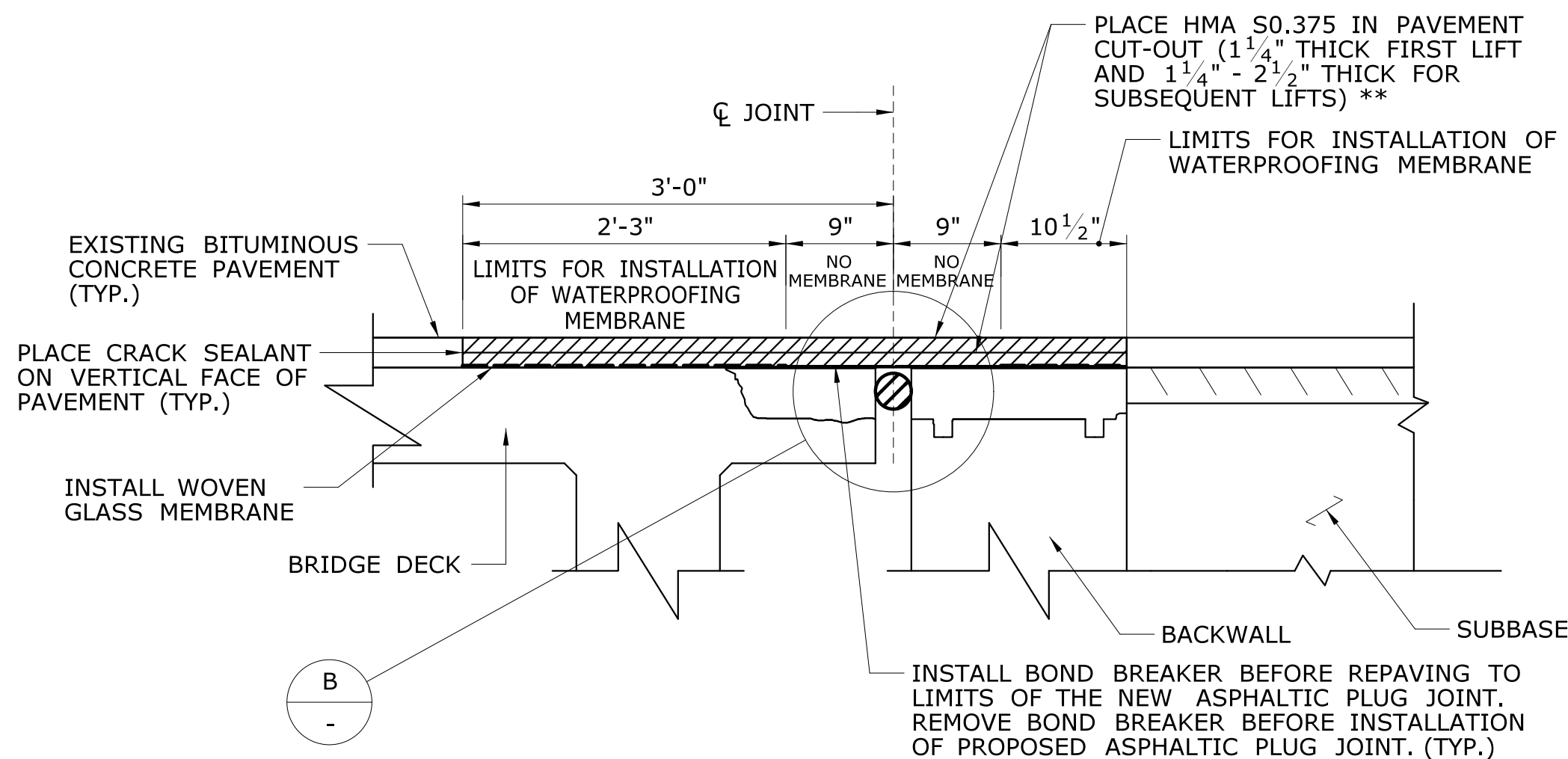
SCALE: 1" = 1'-0"



FINAL CONDITION (STEPS 7 & 8)

SCALE: 1 1/2" = 1'-0"

** LIFT THICKNESS TO BE ADJUSTED TO MATCH ADJACENT PAVEMENT THICKNESS (SEE STEP 6 OF SEQUENCE OF WORK)



INTERMEDIATE CONDITION (STEPS 4-6)

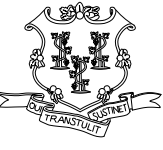

SCALE: 1" = 1'-0"


SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
- STEP 2: SAW CUT BITUMINOUS PAVEMENT AS DETAILED ON THE SHEET FOR PAVEMENT CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT UNLESS DETAILED OTHERWISE. SAW CUT SHALL NOT DAMAGE EXISTING DECK.
- STEP 3: REMOVE EXISTING PAVEMENT MATERIAL CONCRETE HEADER, BACKWALL CONCRETE AND JOINT MATERIAL WITHIN THE LIMITS SHOWN.
- STEP 4: RECONSTRUCT DECK AND BACKWALL TO THE LIMITS SHOWN AND INSTALL MEMBRANE TO THE TOP OF DECK AND BACKWALL WITHIN THE LIMITS SHOWN. INSTALL BOND BREAKER BEFORE REPAVING TO THE LIMITS OF NEW ASPHALTIC PLUG JOINT.
- STEP 5: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW CUT LINES AND INSTALL TEMPORARY BACKER ROD FLUSH WITH BRIDGE DECK AND BACKWALL.
- STEP 6: PLACE HMA S0.375 IN THE JOINT CUT-OUT. REFER TO THE APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS ON DRAWING NO. S-02.
- STEP 7: CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAWCUTS.
- STEP 8: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/4/2014

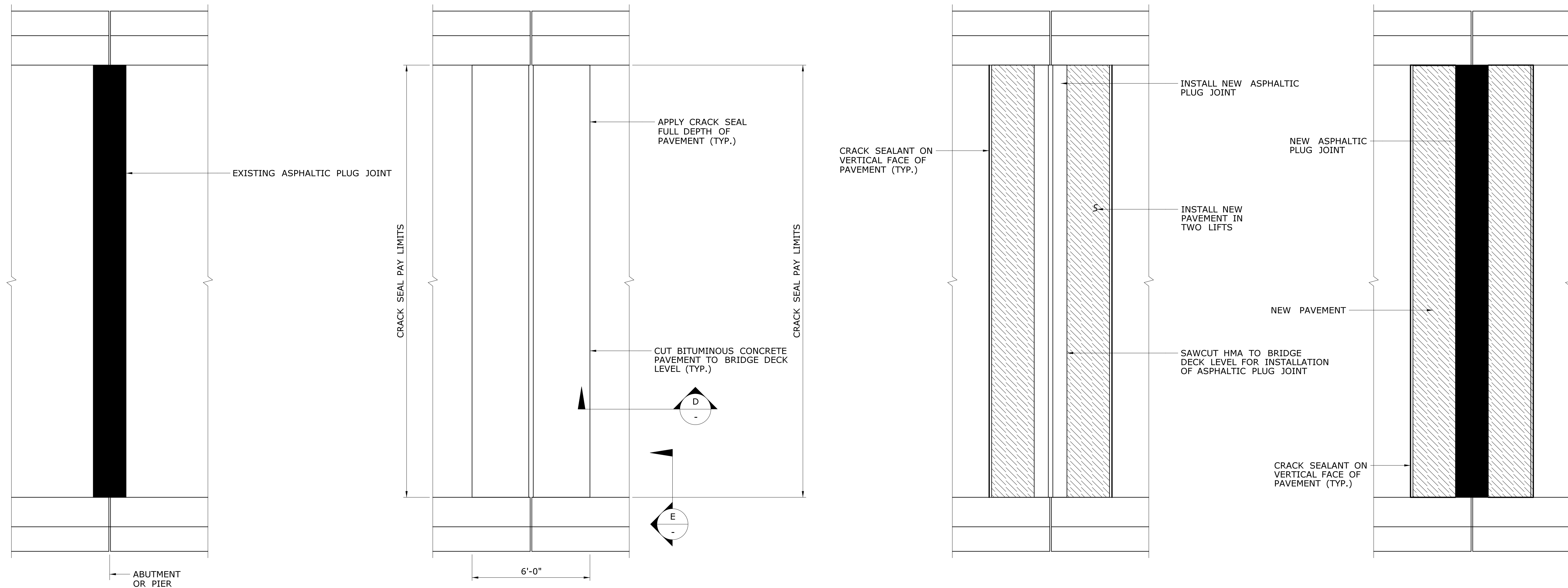
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CHECKED BY: KP
SCALE AS NOTED

	
STATE OF CONNECTICUT	DEPARTMENT OF TRANSPORTATION
Filename: ...\\Compression Seal.dgn	

SIGNATURE/ BLOCK: OFFICE OF ENGINEERING
APPROVED BY: 

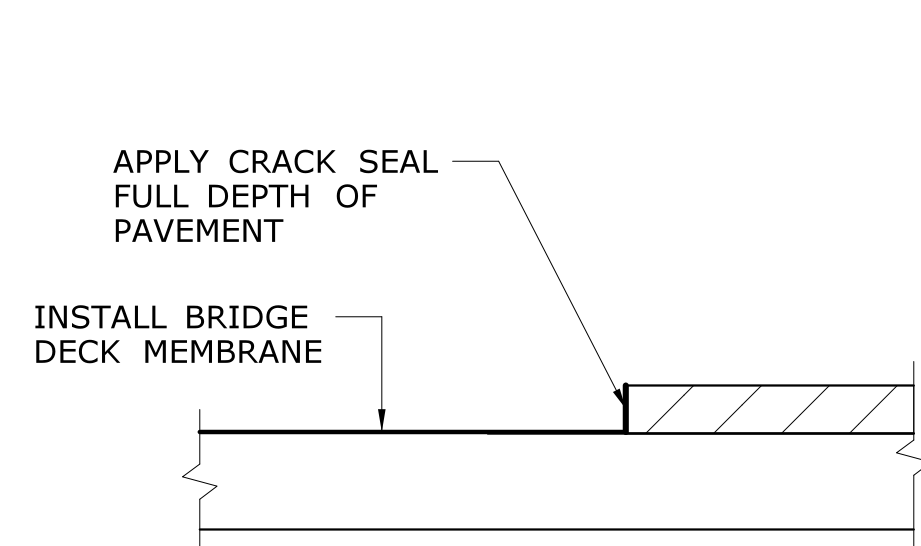
PROJECT TITLE: INTERSTATE 84 PAVEMENT PRESERVATION
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TOWN: WILLINGTON	PROJECT NO. 160-145
DRAWING TITLE: COMPRESSION SEAL REPLACEMENT	DRAWING NO. S-12
	SHEET NO. 04.12



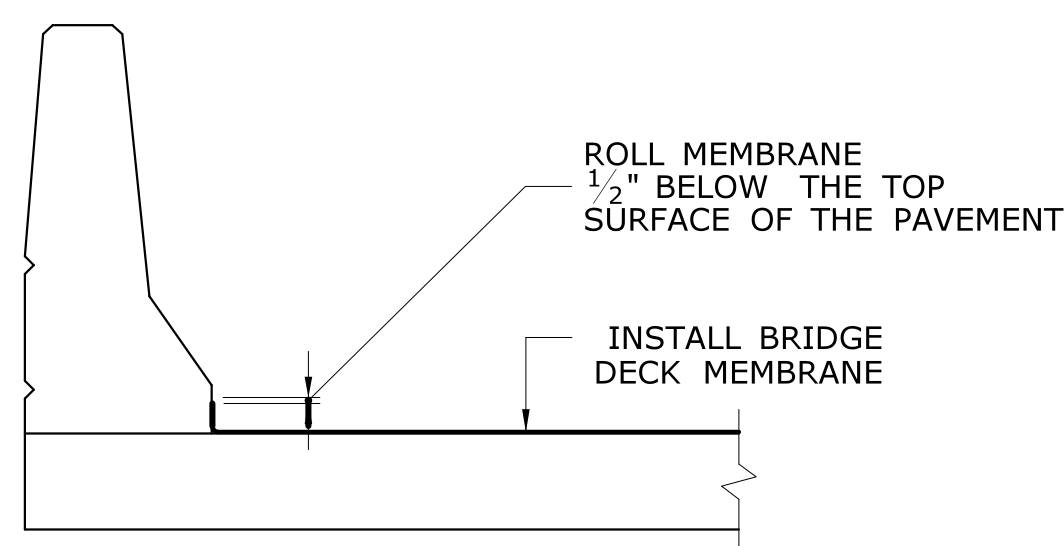
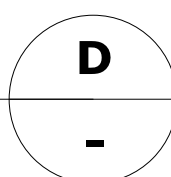
**PLAN - PAVEMENT SAWCUT, MEMBRANE & CRACK SEAL
NON-STAGED CONSTRUCTION**

NOT TO SCALE



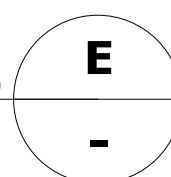
SECTION - MEMEBRANE/CRACK SEAL

NOT TO SCALE



SECTION - MEMEBRANE/CRACK SEAL

NOT TO SCALE



REV.	DATE	REVISION DESCRIPTION	SHEET NO.

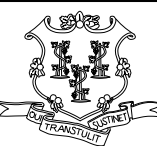
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 12/4/2014

DESIGNER/DRAFTER:
CF


CHECKED BY:
KP

SCALE AS NOTED


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\\Crack Seal Details-1.dgn

SIGNATURE/BLOCK:
OFFICE OF ENGINEERING

APPROVED BY:


PROJECT TITLE:
**INTERSTATE 84
PAVEMENT PRESERVATION**

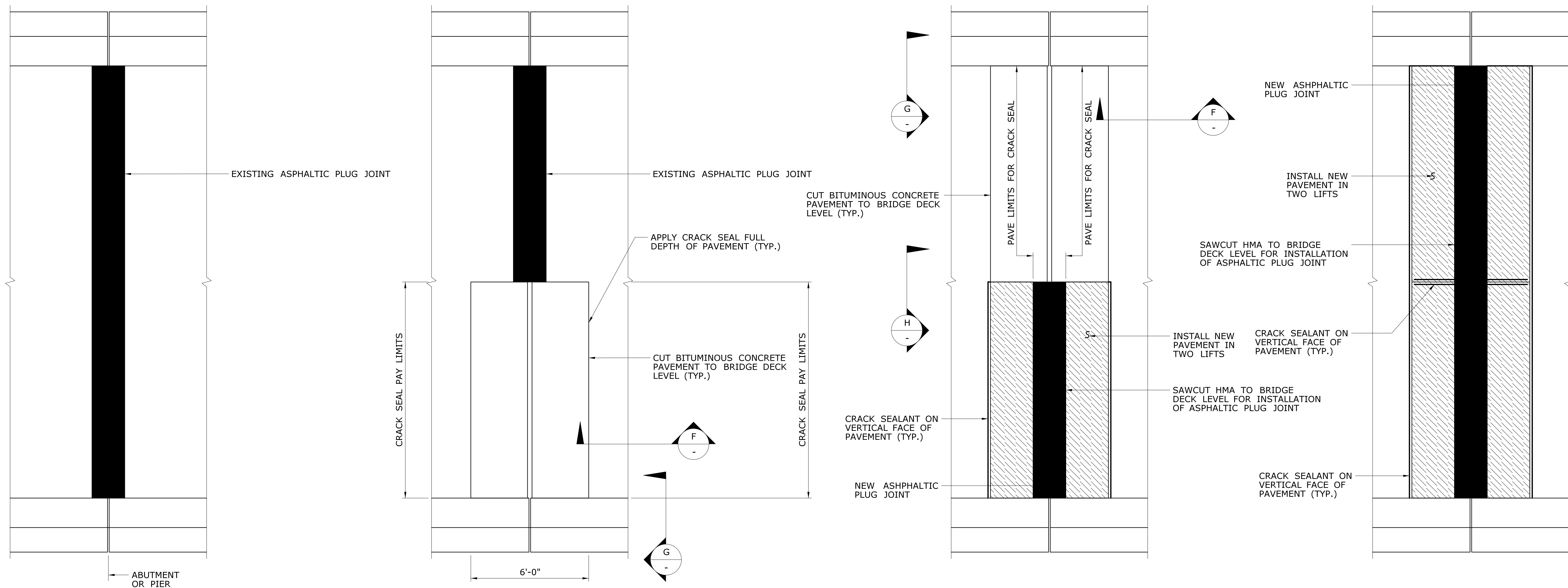
TOWN:
WILLINGTON AND UNION

DRAWING TITLE:
APJ CRACK SEAL DETAILS

PROJECT NO.
160-145

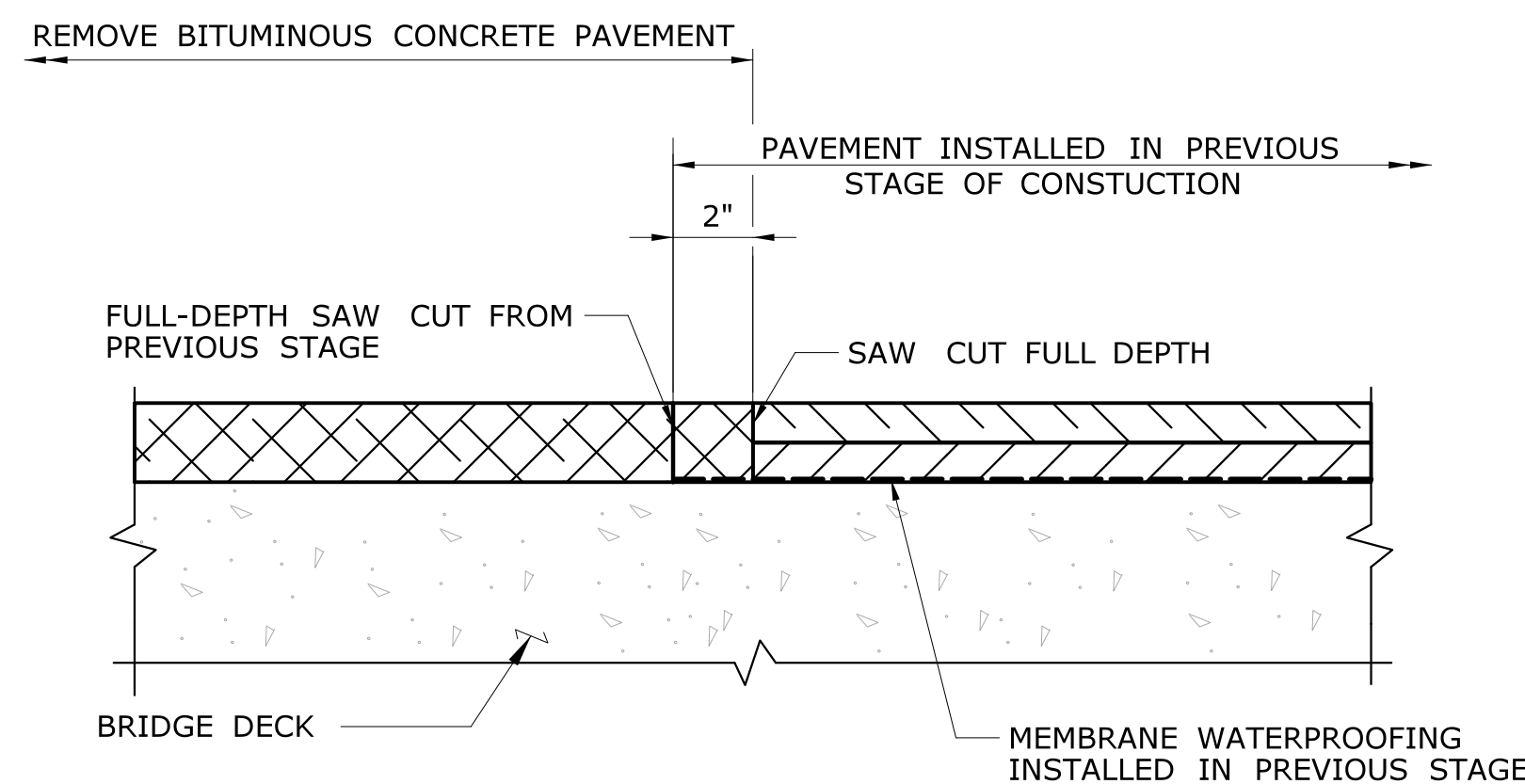
DRAWING NO.
S-13

SHEET NO.
04.13



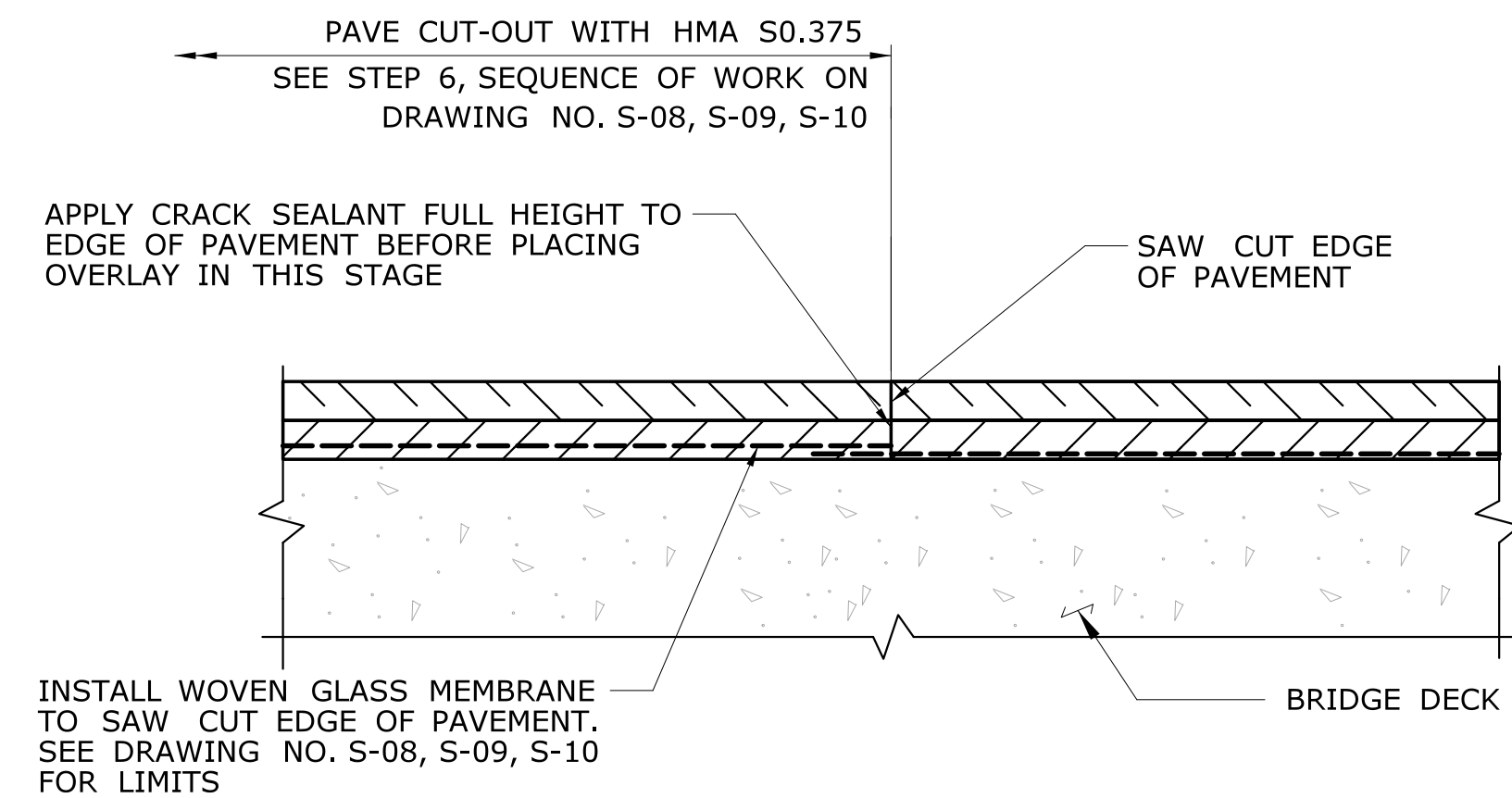
PLAN - PAVEMENT SAWCUT, MEMBRANE & CRACK SEAL STAGED CONSTRUCTION

NOT TO SCALE



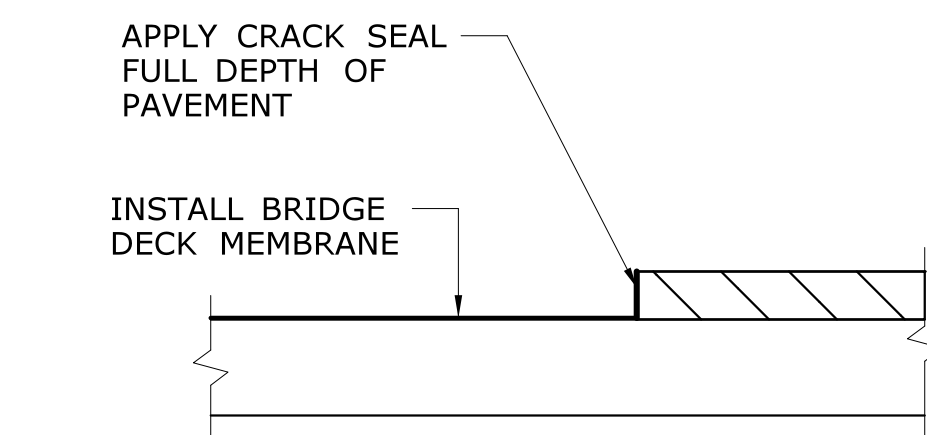
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NOT TO SCALE



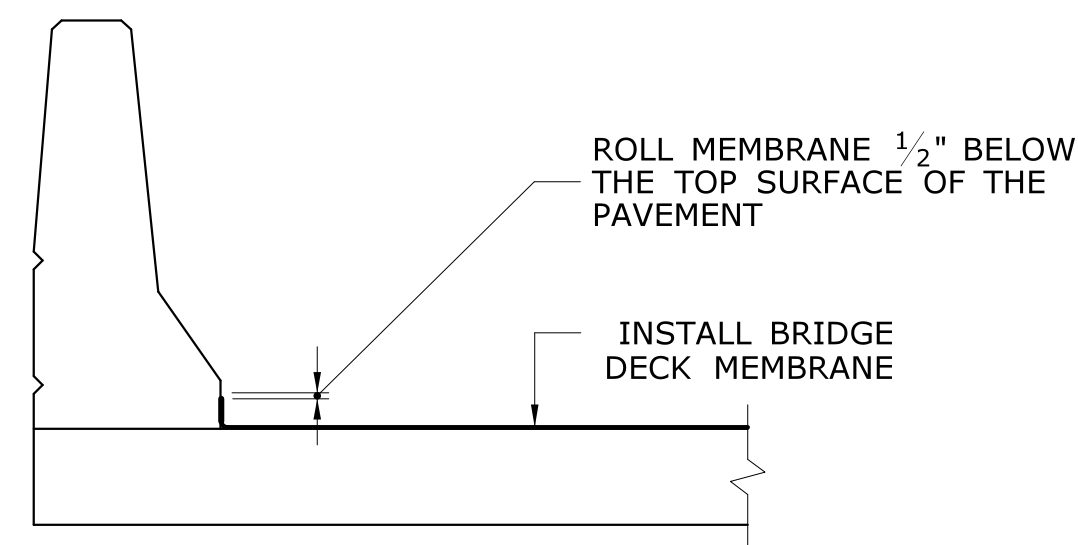
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NOT TO SCALE



SECTION - MEMBRANE/CRACK SEAL

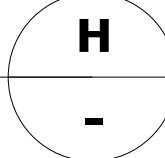
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SECTION - MEMBRANE/CRACK SEAL

NOT TO SCALE

SECTION - MEMBRANE/CRACK SEAL



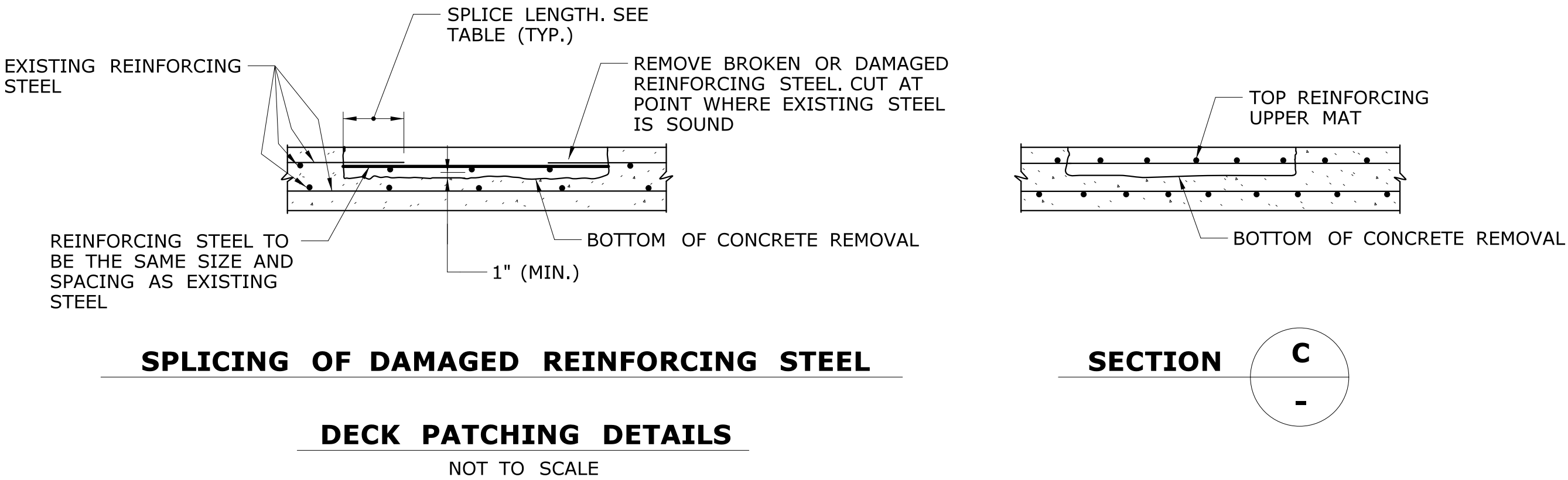
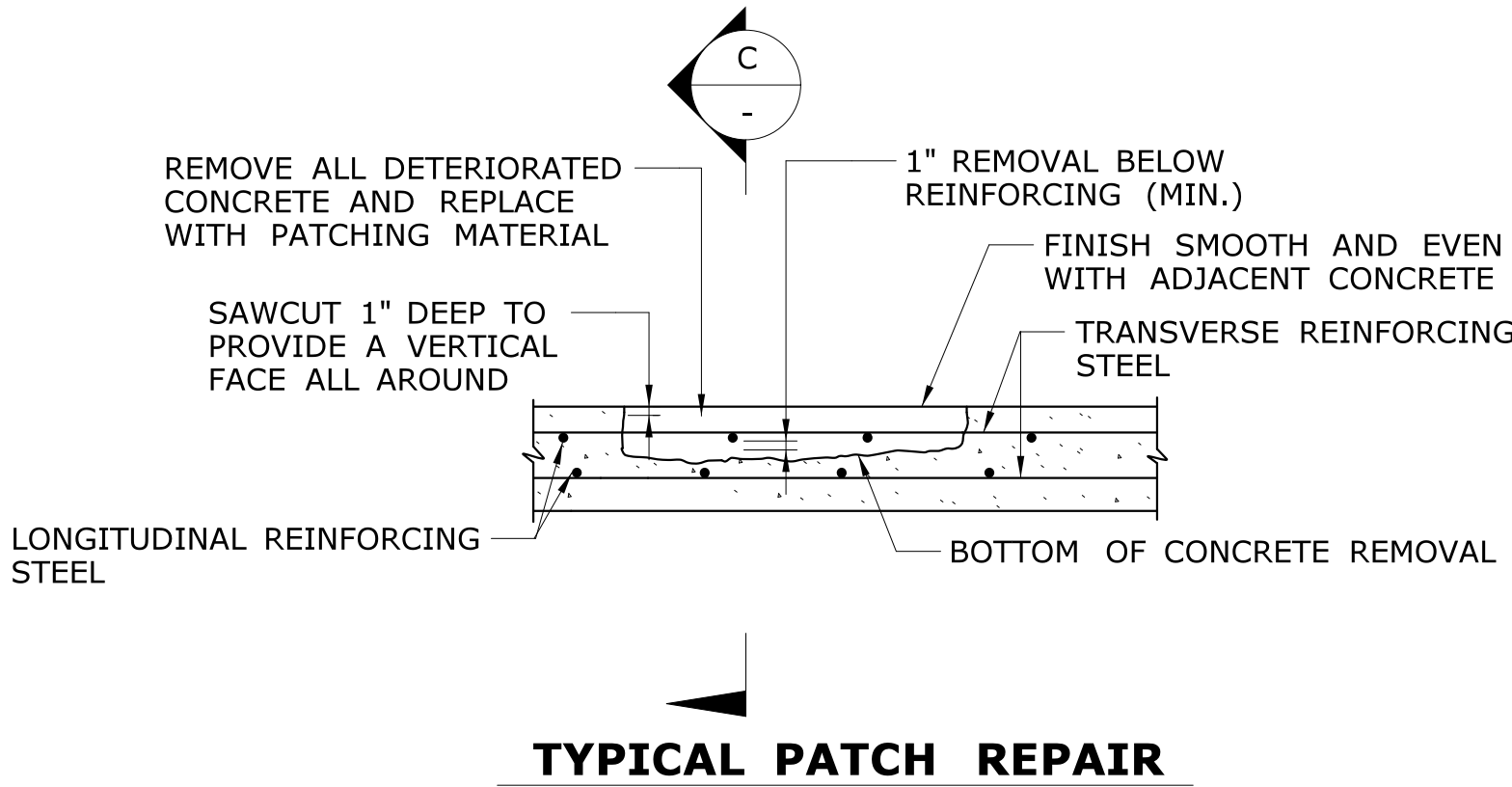
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NOTES ON DECK PATCHING

- 1.) AFTER REMOVAL OF DETERIORATED DECK CONCRETE, THE REINFORCEMENT MAY BE FOUND TO BE DETERIORATED PAST THE POINT THAT IT IS ACCEPTABLE TO REUSE. THE EXISTING REINFORCING SHALL BE REPLACED WHEN:
- EXISTING REINFORCING HAS LOST 25% OR MORE OF THE ORIGINAL SECTIONAL AREA.

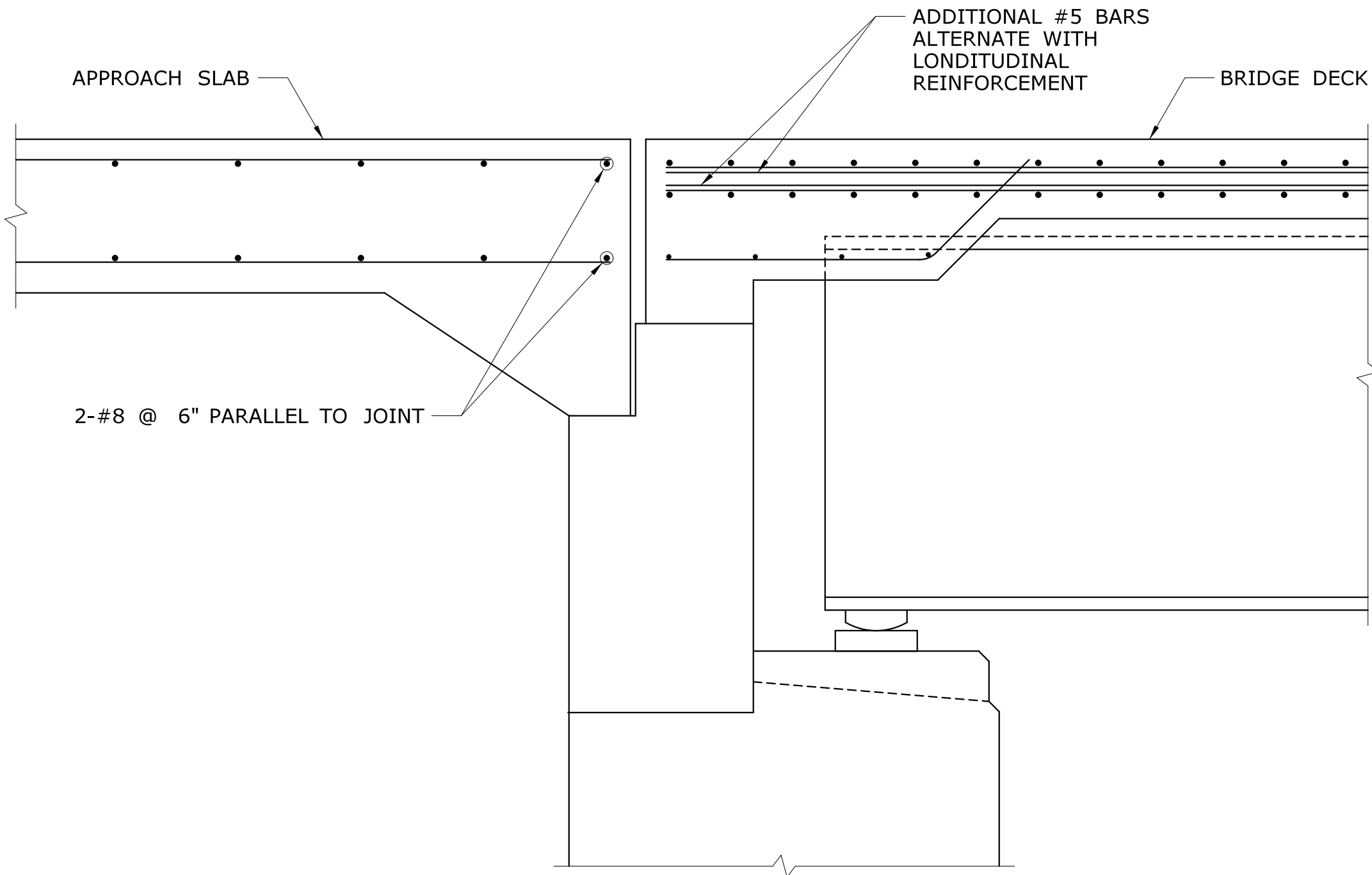
- EXISTING REINFORCING IS BROKEN.

- AS ORDERED BY THE ENGINEER
- 2.) ALL EXPOSED REINFORCING STEEL TO REMAIN SHALL BE THOROUGHLY CLEAN AND REUSED IN ACCORDANCE WITH THE SPECIAL PROVISION "PARTIAL DEPTH PATCH".
- 3.) REMOVE CONCRETE AS FAR AS REQUIRED TO EXPOSE SOUND REINFORCEMENT TO LAP THE NEW BARS. THE CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" BELOW THE NEW BARS.
- 4.) MATCH EXISTING BAR SIZES AND SPACING FOR BOTH LONGITUDINAL AND TRANSVERSE BARS.
- 5.) REINFORCEMENT SHALL BE UNCOATED AND CONFORM TO ASTM A615, GRADE 60.
- 6.) THE COST OF REMOVAL OF THE DETERIORATED CONCRETE INCLUDING THE 1" SAW CUT, AND FURNISHING AND PLACING THE PATCHING MATERIAL SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "PARTIAL DEPTH PATCH".



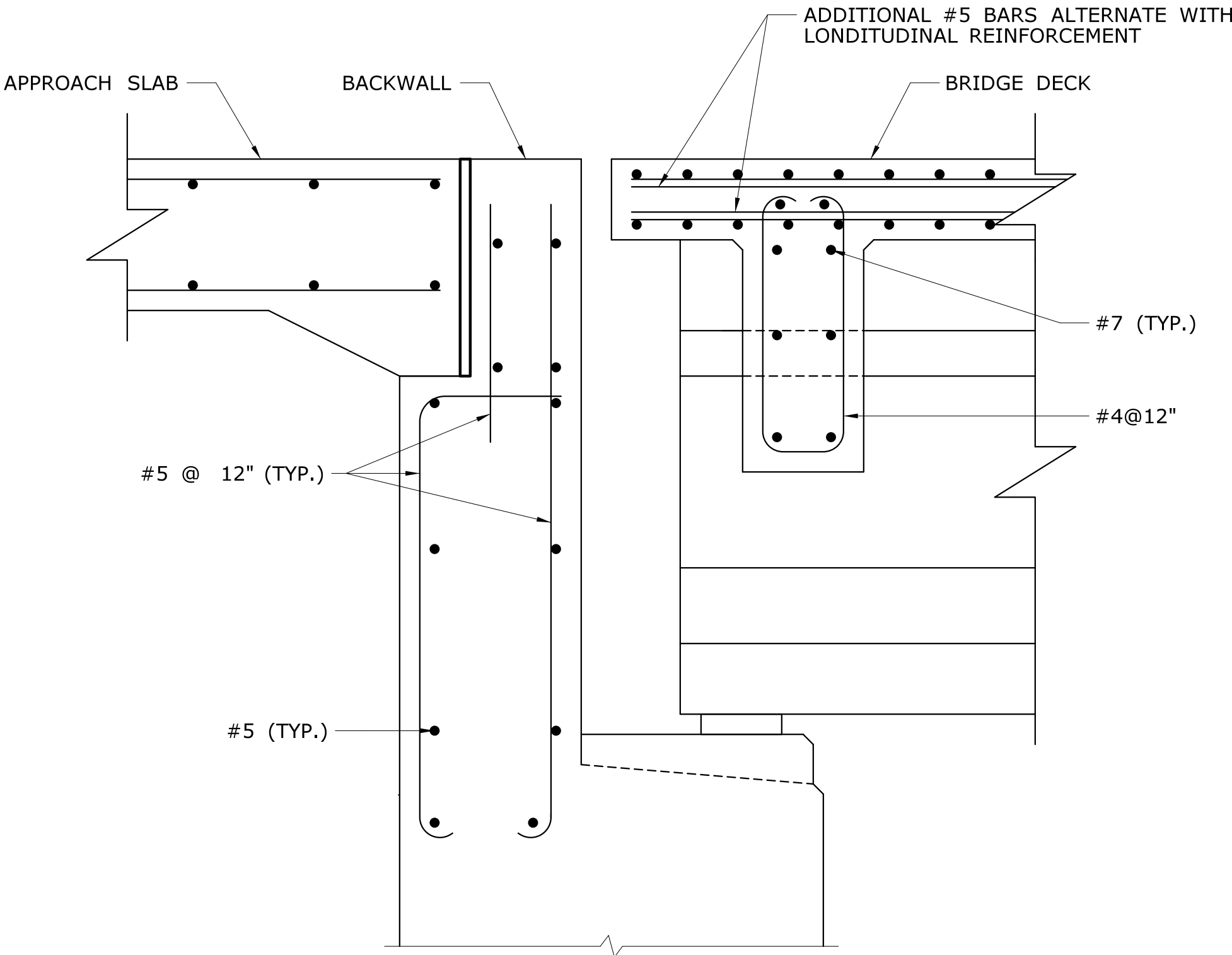
MINIMUM LAP SPLICES ARE AS FOLLOWS: (CLASS C TENSION SPLICE) FOR REBAR SPACED LATERALLY 6 INCHES OR MORE:				
#4: 1'-5"	#5: 1'-9"	#6: 2'-1"	#7: 2'-5"	#8: 2'-9"
FOR REBAR SPACED LATERALLY LESS THAN 6 INCHES:				
#4: 1'-9"	#5: 2'-2"	#6: 2'-7"	#7: 3'-3"	#8: 4'-3"

Bridge No.	BRIDGE DECK				APPROACH SLAB			
	Longitudinal		Traverse		Longitudinal		Traverse	
	Top Bars	Bottom Bars	Top Bars	Bottom Bars	Top Bars	Bottom Bars	Top Bars	Bottom Bars
04296	#4 at 12"	#6 (Spacing Varies)	#6 at 6"	#6 at 6"	#8 at 6"	#8 at 6"	#5 at 12"	#5 at 12"
Extra Bars	#5 x 10'-0"	#5 x 10'-0"	#5 at 12"					
04285	#4 at 12"	#6 (Spacing Varies)	#5 at 5"	#5 at 5"	#8 at 6"	#8 at 6"	#5 at 12"	#5 at 12"
Extra Bars	#5 at 7'-6"	#5 at 7'-6"	#5 at 12"					
00851	#5 at 18"	#9 at 5"	#5 at 18"					
Extra Bars								





TYPICAL END OF DECK REINFORCEMENT FOR BRIDGE #4296

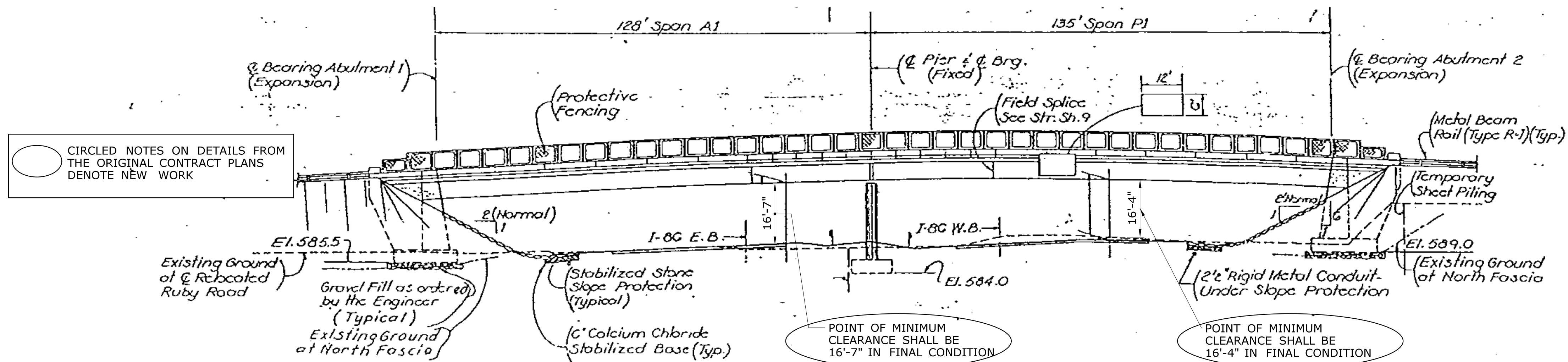
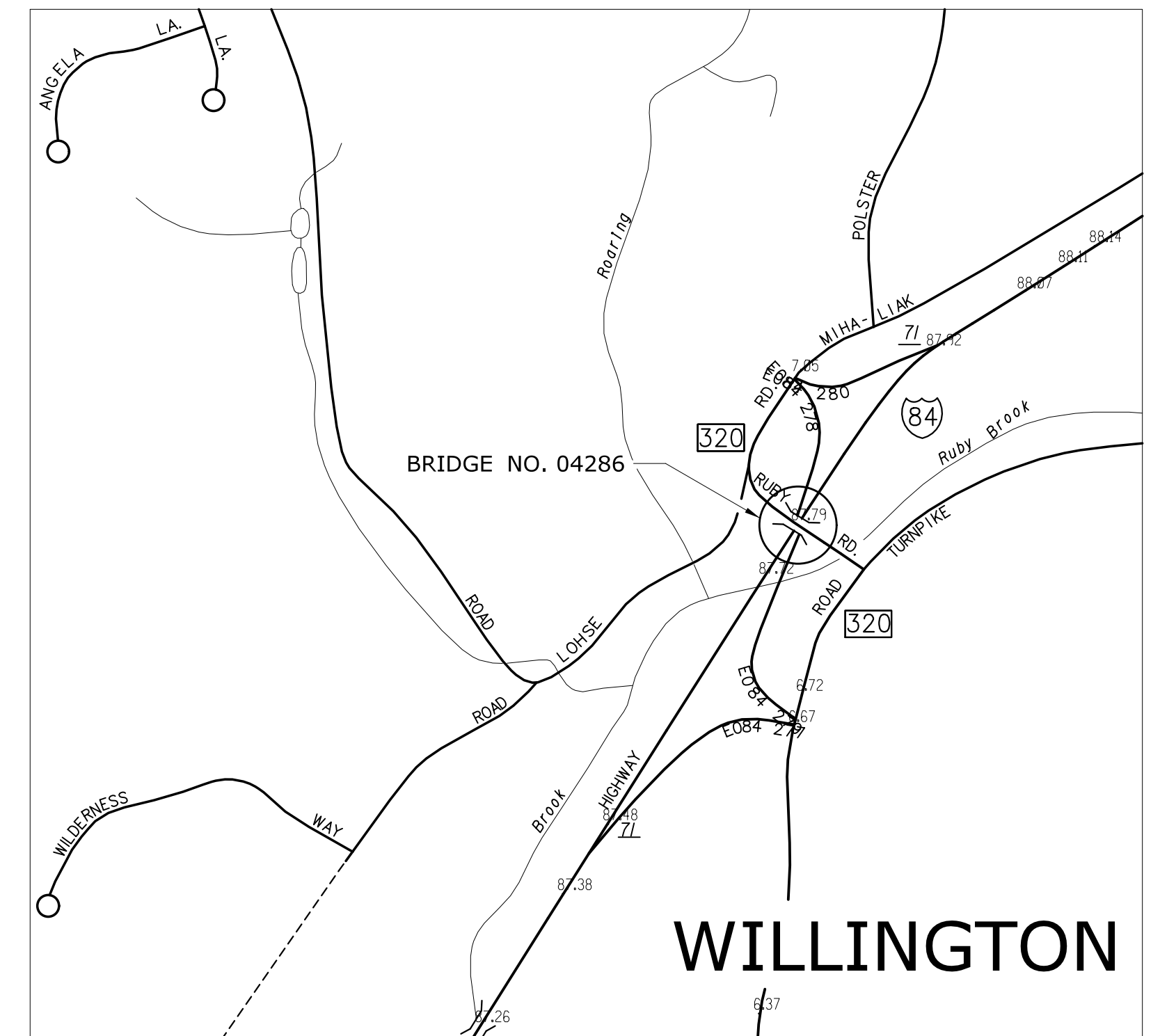
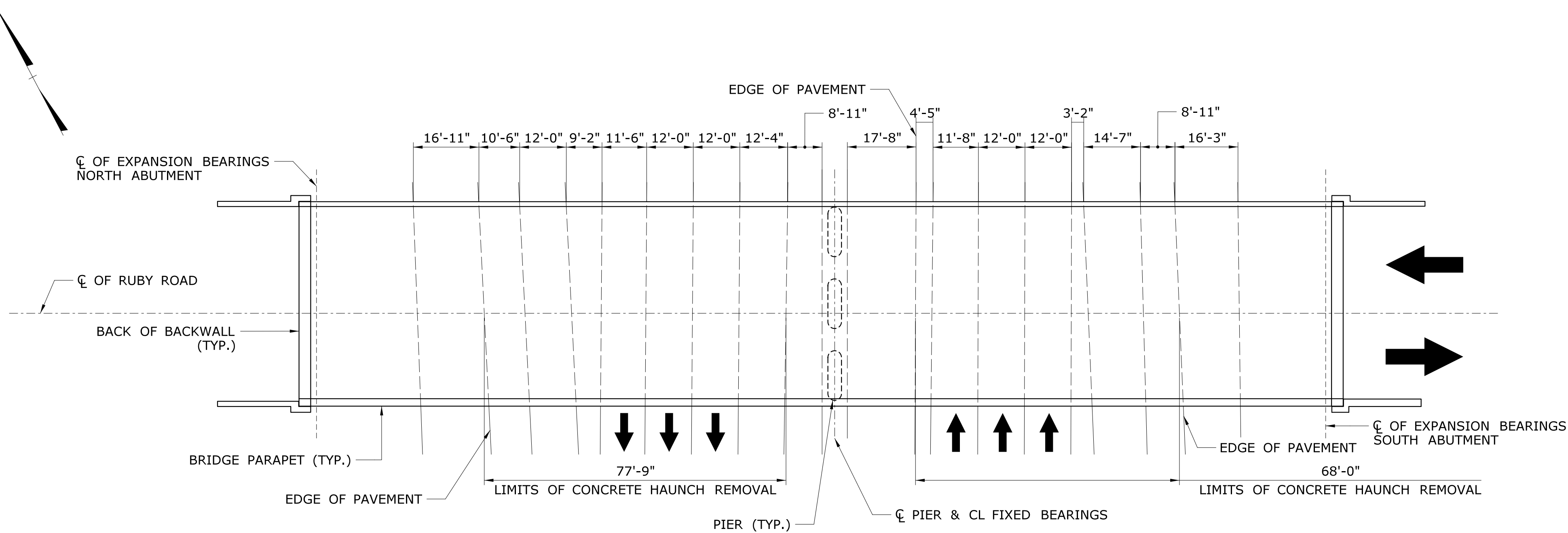
NOT TO SCALE



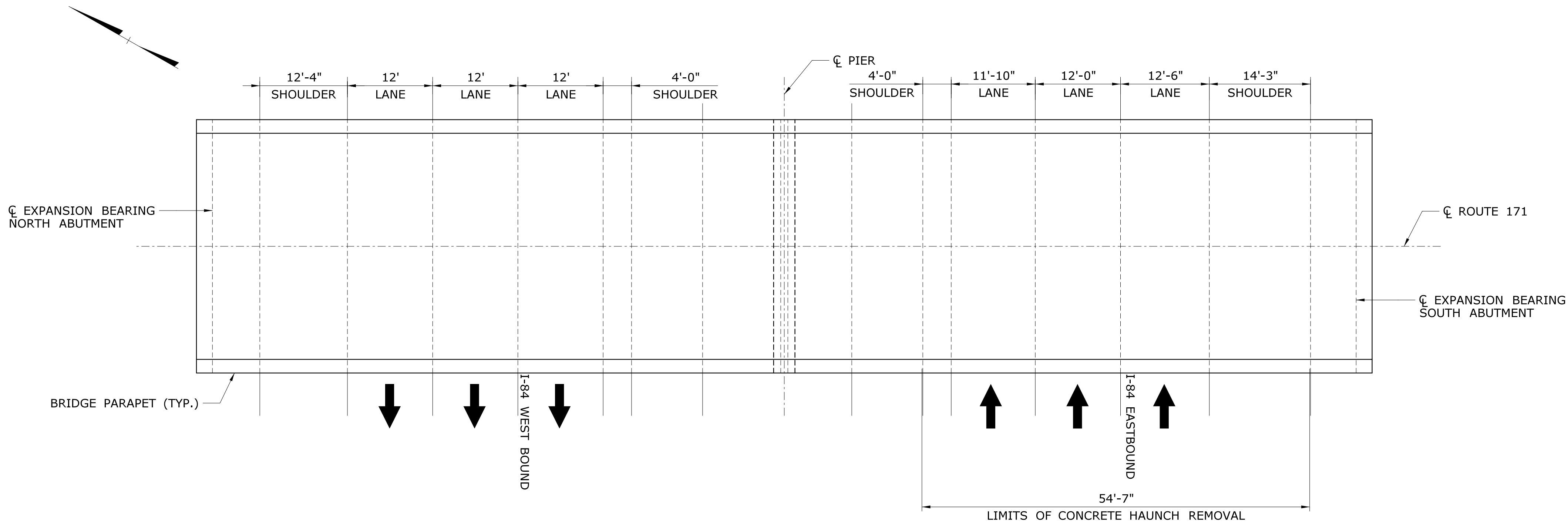
TYPICAL END OF DECK REINFORCEMENT FOR BRIDGE #4285

NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/4/2014	DESIGNER/DRAFTER: CF	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: INTERSTATE 84 PAVEMENT PRESERVATION	TOWN: WILLINGTON AND UNION DRAWING TITLE: DECK PATCHING DETAILS	PROJECT NO. 160-145 DRAWING NO. S-15 SHEET NO. 04.15
					CHECKED BY: KP					
					SCALE AS NOTED					

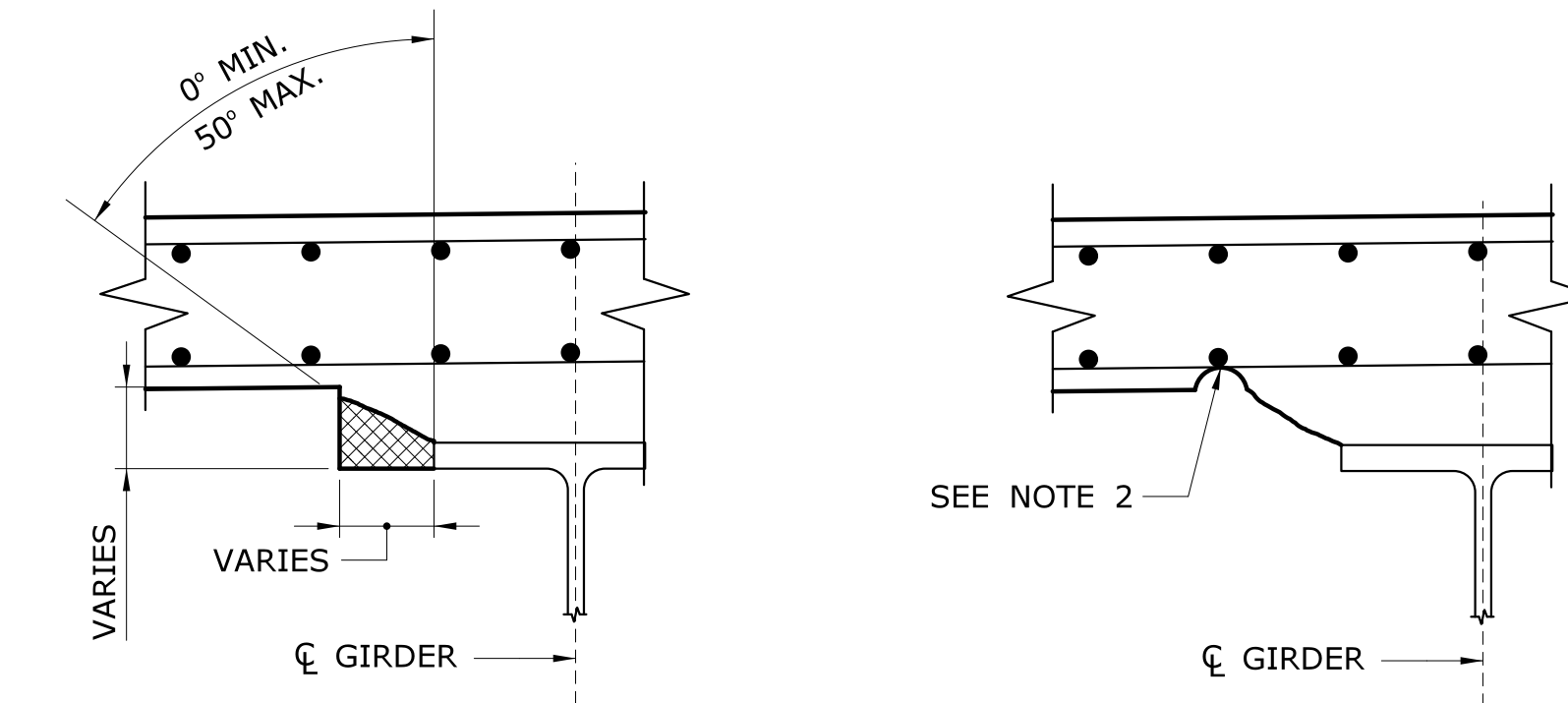


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PLAN - BRIDGE NO. 00850
ROUTE 171 OVER I-84

SCALE: 1" = 10'



DETAILS FOR CONCRETE
HAUNCH REMOVAL

SCALE: 1 1/2" = 1'-0"

FINAL CONDITION

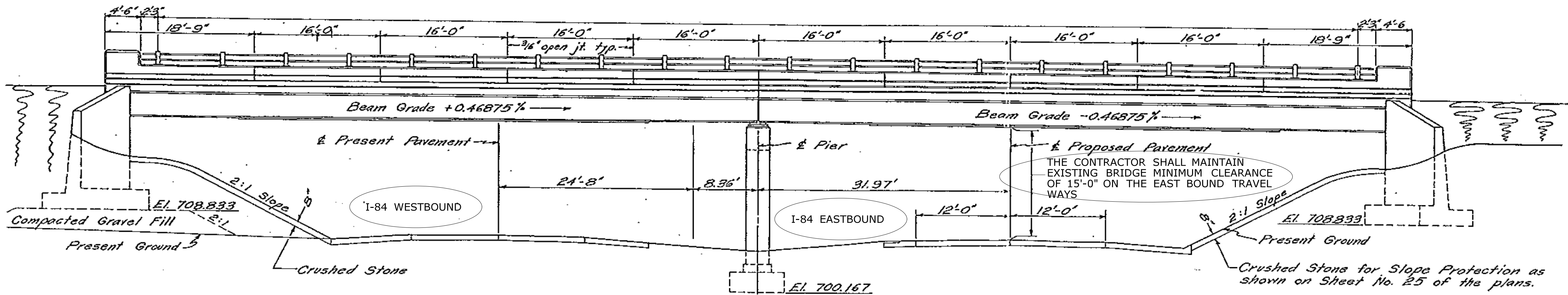
SCALE: 1 1/2" = 1'-0"

DENOTES LIMITS OF
HAUNCH REMOVAL

HAUNCH REMOVAL NOTES

- 1.) THE REMOVAL THE CONCRETE HAUNCH SHOWN SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "CONCRETE HAUNCH REMOVAL".
- 2.) IF OVER-REMOVAL RESULTS, APPLY TWO COATS OF EPOXY RESIN TO DECK REINFORCING STEEL EXPOSED DURING HAUNCH REMOVAL. ALL REASONABLE PRECAUTIONS SHALL BE TAKEN TO AVOID THIS CONDITION.

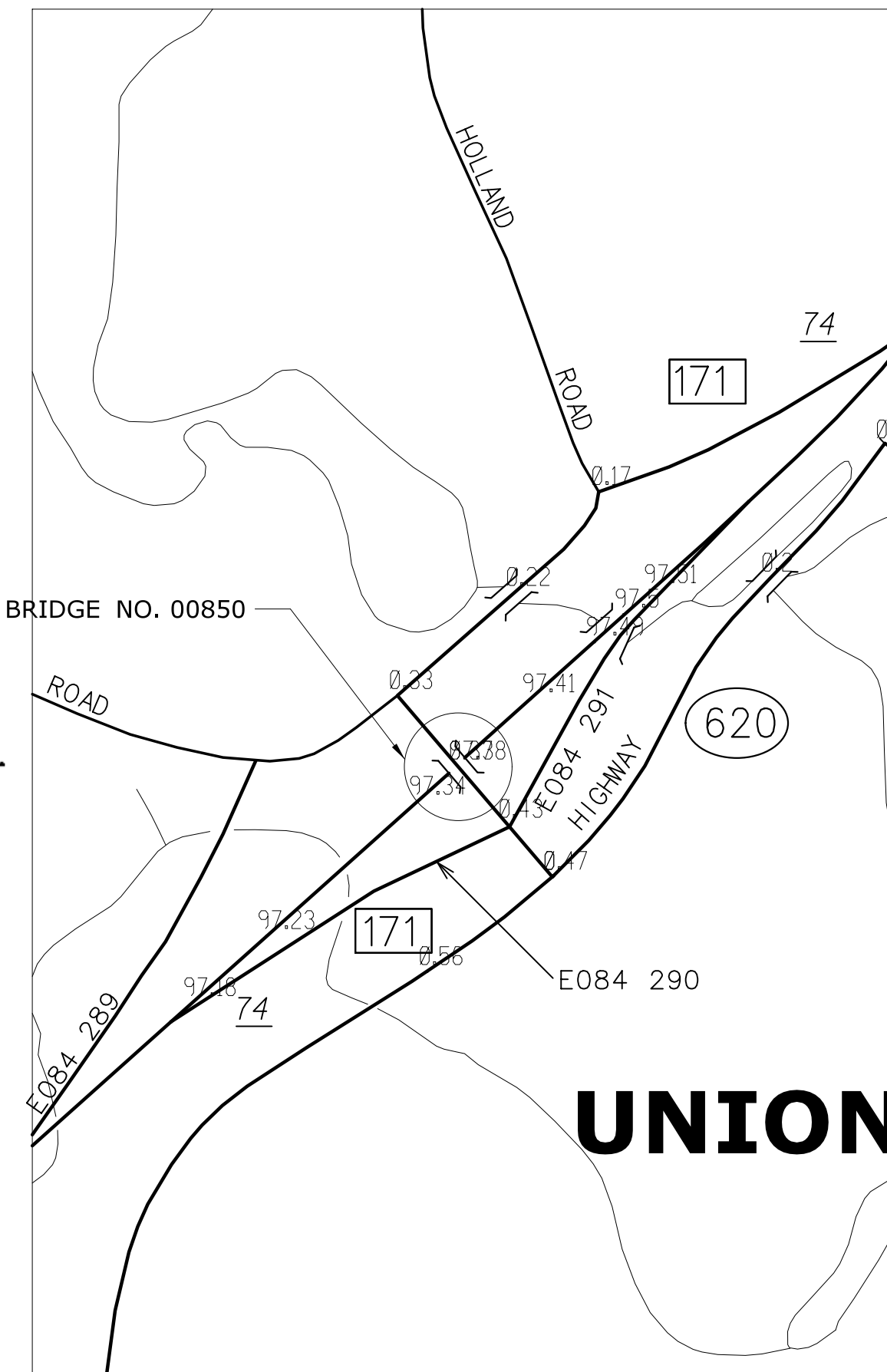
CIRCLED NOTES ON DETAILS FROM ORIGINAL CONTRACT PLANS DENOTE NEW INFORMATION



ELEVATION

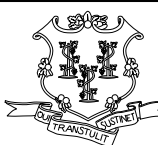
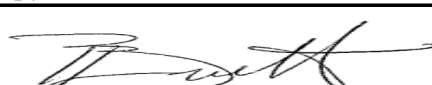
SCALE: 1/8" = 1'-0"

(SCANNED FROM ORIGINAL CONTRACT PLANS)



LOCATION PLAN

NOT TO SCALE

				DESIGNER/DRAFTER: CF		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: INTERSTATE 84 PAVEMENT PRESERVATION	TOWN: UNION	PROJECT NO. 160-145 DRAWING NO. S-18					
				CHECKED BY: KP											
				SCALE AS NOTED											
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/4/2014		Filename: ...\\Bridge_00850_General Plan.dgn	DRAWING TITLE: GENERAL PLAN BRIDGE NO. 00850 AND HAUNCH REMOVAL DETAILS								